RAILROAD

RCH 1975

MAGAZINE $1.00

680964 LNE B0352H99 NOV81 04 R
HARLAN K LANE
GRAVELY RD 03
BOX 352 R 2
KINGSPORT TN 37660

Tomorrow morning, look at your double-edge.

If the razor says Gillette, the blade should say Gillette.

In fact, your razor almost has to say Gillette. Because more than 9 out of 10 double-edge guys use Gillette razors.

But Gillette razors were designed to have Gillette blades. Because we make our blades to match our razor. To make a shave others try to match.

Gillette Super Stainless or longer-lasting Platinum-Plus® blades. No blades shave smoother. No blades shave closer. And even if you use the cheapest double-edge around, the most you save is about a nickel a week. That's probably why more men use Gillette than all other double-edge blades combined.

So take a look tomorrow morning. Look at your razor. Look at your blade. Then look at your mirror.

If you don't have the blades, you don't have the shave.

Gillette
SUPER STAINLESS

Gillette
PLATINUM-PLUS

©The Gillette Company, Boston, Mass.

RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

Vol. 97, No. 5, MARCH, 1975

ONE DOLLAR

FREEMAN HUBBARD
EDITOR

GORTON T. H. WILBUR
ASSOCIATE EDITOR

MICHAEL A. EAGLESON
STEAM LOCOMOTIVES

JIM EDMONSTON
DIESEL LOCOMOTIVES

BARBARA KREIMER
INFORMATION BOOTH

STEVE MAGUIRE
TRANSIT TOPICS

SY REICH
TECHNICAL EDITOR

HARRY C. EGNER,
PUBLISHER

BILL BALGLEY,
ADVERTISING MANAGER

ROBERT SMREK
PRODUCTION MANAGER

JOSEPH MUCCIGROSSO,
SUBSCRIPTION MANAGER

CHANGE OF ADDRESS: POST-MASTER — Please mail Form 3579 notices to: RAILROAD, Portland Place, Boulder, Colo. 80302

FEATURES and STORIES

Running a Red Board, by Bert Lanning 13
Photographs of the Month 14
World's Largest Steam Active Loco by Bill Withuhn 18
Editor of NRHS Bulletin: Bill Wagner by Freeman Hubbard 24
Steam Power in Hungary Photographs by Ron Ziel 30
French Coalburners (camera studies) by Madeleine de Sinety 34
Mountain Time (part 2) by Harry Bedwell 42
Short Lines Rosters, by Sy Reich 44

DEPARTMENTS

The Mail Car 4
Information Booth by Barbara Kreimer 10
Passenger Train Survey 28
Transit Topics by Stephen D. Maguire 38
The Hobby Club by Sy Reich 52
Trackside in the Diesel Age by Jim Edmonston 54
In Search of Steam by Michael A. Eagleson 58
Books of the Rails by Gorton T. H. Wilbur 61
The Switch List 62
Pen Pals Wanted 64
Coming Events 64

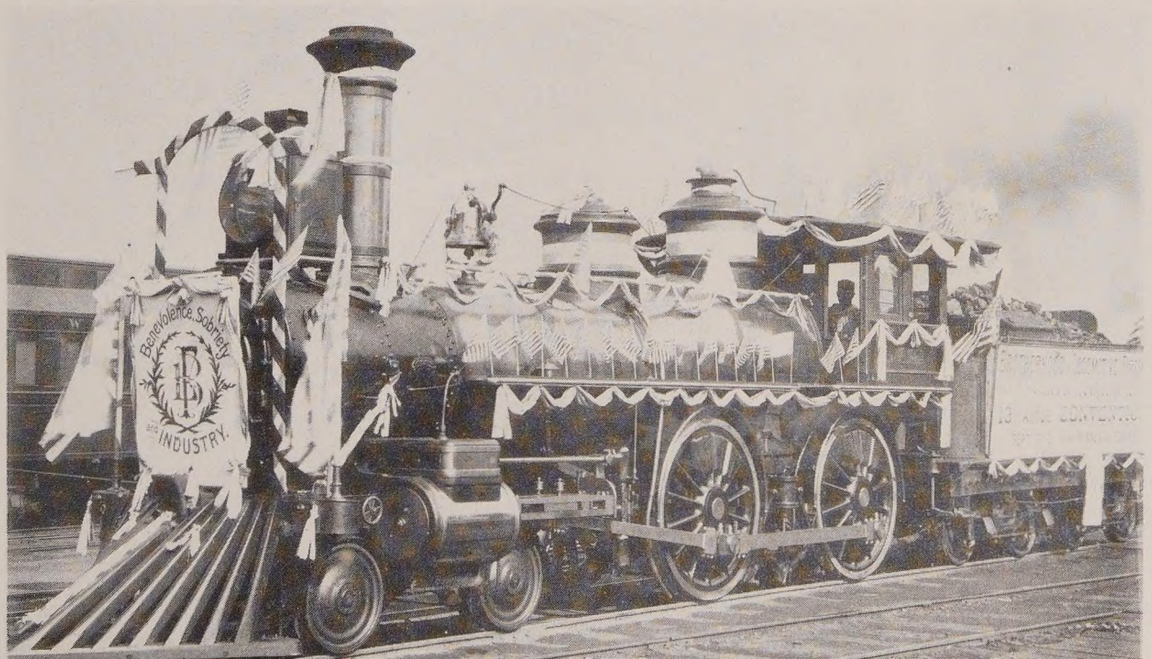
RAILROAD MAGAZINE is published monthly by Popular Publications, Inc., 420 Lexington Ave., New York, N.Y. 10017. Second-class postage paid at New York and additional mailing offices.

Copyright © 1975 by Popular Publications, Inc., under Universal, International and Pan-American Copyright Conventions. All rights reserved, including the right of reproduction, in whole or in part, in any form.

Single copy $1.00 Subscription in U.S.A.: one year $9, two years $15. Elsewhere: one year $10, two years $16. Title registered in U.S. Patent Office. Send all subscriptions and renewals to Railroad Magazine, Portland Place, Boulder, Colo. 80302. Address other mail to 420 Lexington Ave., New York, N.Y. 10017. Printed in U.S.A. Please query the editor before submitting manuscripts. We exercise care in handling unsolicited material, but assume no responsibility for its return.

Old locomotive announces 13th annual convention of Brotherhood of Locomotive Firemen of N.A., Sept. 15-21, '86, in Minneapolis, Minn.

Photo courtesy of Frank Fullhart, Perry, Iowa



CHICAGO
&
EASTERN ILLINOIS
CENTRAL
VERMONT
501

Central Vermont's switcher 501 under a cold sun in Feb. 1957 in the yards at Brattleboro, Vt., as the glory days of steam near end.

David Plowden, 1239 Madison Ave., New York, N.Y.

THE MAIL CAR

where editors and readers meet

OUR COVER photograph this month was made by one of our Interesting Railfans, J. Howard Audibert (1194 62nd Ave. South, St. Petersburg, Fla. 33705) on Aug. 8, 1971, at New Hope, Pa. The engine is New Hope & Ivyland's Tenwheeler (Montreal, 1911). Engineer Jeff Sutch is oiling her for a night freight run to Ivyland. Our photographer and his wife rode the caboose on that trip. On another occasion, Howard fired the engine for a regular daily run.

Next month our cover will show a New Haven train, The Senator, on Hell Gate bridge. Our feature article will be "The Story of New Haven Electrification," by Sy Reich.

Museum named for rail tycoon Henry M. Flagler at Palm Beach, Fla., is home of his first private car, the Rambler. Janine Shoup of Lake Worth enjoys recent visit.

L. J. Langhi, 4913 Paetzold Dr., Lake Worth, Fla. 33469

Overseas Railroading

BRITISH RAIL is buying works of art as long-term pension-fund investments for its 250,000 employes, we learn from John Drayton, a retired BR driver (engineer). With 150 million pounds, it is shopping in the art market, including paintings, other art works, even jewelry and furniture, as a hedge against inflation. The decision to buy art was made recently by the BR Board as trustee of the funds.

A LABORATORY on wheels is giving French National Railways valuable experience in high-speed electric traction. Capable of reaching speeds up to 180 mph-plus, it is now to be used to test high-performance equipment such as bogies, brakes and high-speed current collection system.

LINE TESTS are being carried out by Swiss Federal Railways on a prototype suburban train. The light-alloy train is made up of two trailer cars between two power cars and has a top speed of about 80 mph. •

The Oldtimers' Parade

LEADING "A Boomer's Diary" in your October issue reminds me that about 20 years ago I visited the author, Jim Relyea, in Philadelphia and he gave me several large bundles of manuscripts, some handwritten and some typed. He was hoping I could sort it out and do some rewriting for him. He told me that Railroad's editor, Freeman Hubbard, had seen that material and given it up as hopeless. I tried, and came to more or less the same conclusion; but I see that you finally managed to do something with it. I found bits of it here and there which formed the nucleus for short articles I wrote for the Railroad Enthusiast publications as well as for the National Railway Historical Society.

Jim was working on a Boston & Albany drag which got derailed, and a car opened by "mistake" contained a load of books, mostly notebooks and Bibles. The supply of notebooks, which he thus "inherited," lasted him for the rest of his lifetime as diaries. The old fellow died some time ago. He was a great character, one of the last of the boomers. Jim certainly spoke their language. He used to say that when his train pulled into the cripple track and they spiked the switches he would't have to be sent back to flag any more. I guess that's the case now. Stanley W. Bradley (former national president, Railroad Enthusiasts, Inc.), 1 Hillside Ave., Tenafly, N. J. 07670.

MY GRANDFATHER, George J. Evans, had a typical rail career, reminiscent of

those related in Railroad Magazine. Born in a small Missouri town in 1869 and meagerly educated, he hired out to the Chicago & Alton at Slater, Mo., as a switchman. Later, he was a Pennsy hump rider in the Pittsburgh area. Still following the boomer will-o-the-wisp, he entered engine service as a hostler at Newton, Kan., for the Santa Fe. Then, after getting married, he moved to La Junta, Colo., and became an engineer.

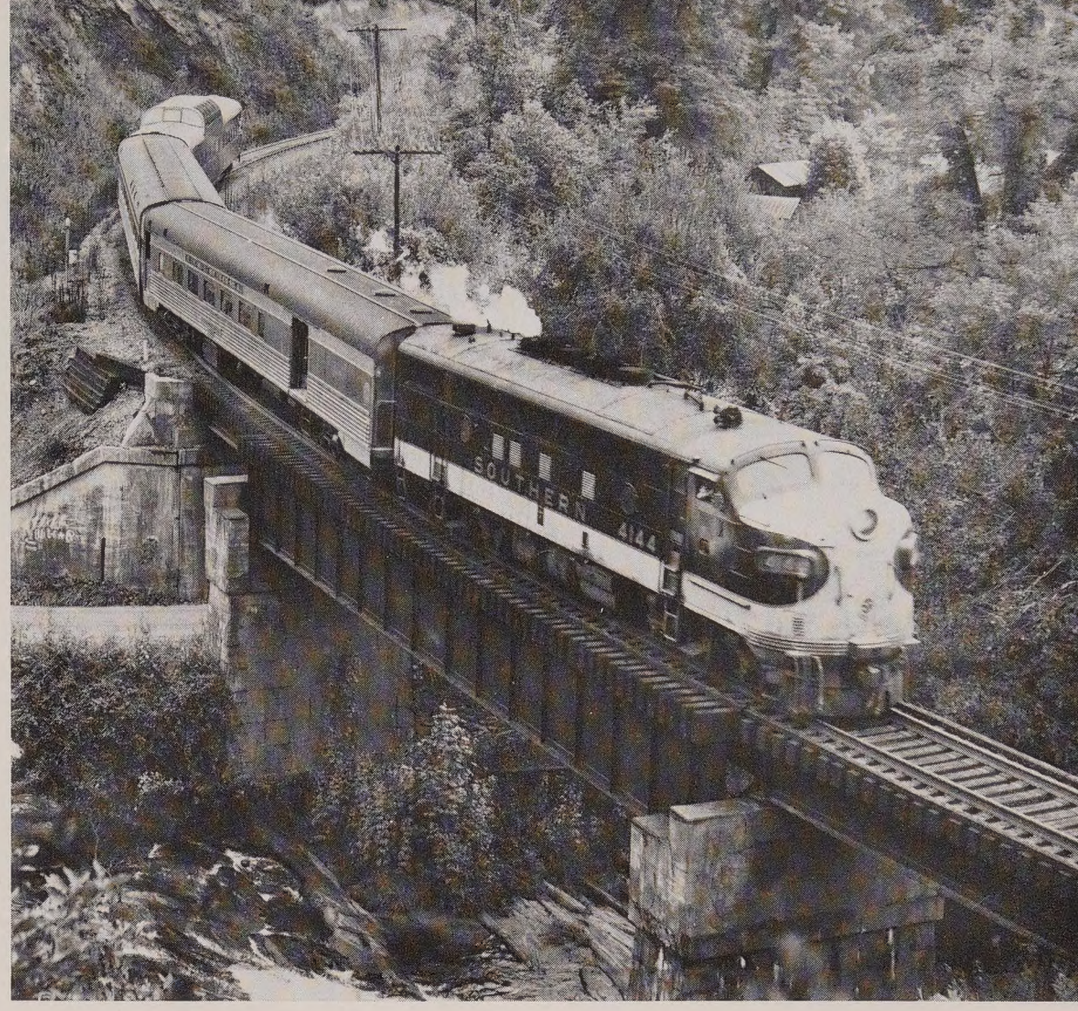
A good union man, he walked out in the Pullman Strike of 1894. This left him jobless, with a wife and three kids to support. The Kansas City Southern eventually hired him as a fireman at Mena, Ark. Before World War I he was again promoted to engineer and moved to Heavener, Okla., when the Arkansas full crew law changed the division point. He drove KCS Mallets over Rich Mountain to DeQueen, Ark., until one of them turned over in a derailment and crushed his leg. This ended his rail career.

My father, Walter Evans, also was somewhat of a boomer. He began at Houston, Texas, as a machinist's apprentice on the Houston, East & West Texas; but disliked shop work and went firing on the Frisco at Monett, Mo. Then, after getting married, he went braking on the KCS at Frisco and later worked for the MoPac at St. Louis. My own rail employment consisted merely of a year as street railway laborer and one summer as a gandy dancer on the Union Pacific. Walt Evans, 3641 Churchill Rd., Topeka, Kan. 66604.

What can you say about a 78-year-old railroad engineer who refuses to retire? Andy Barbera, born in Hoboken, N.J., started his rail career nearly six decades ago — in 1915 with the Jersey Central. Two years later he switched to the Lackawanna and spent a half-century with the line before retiring in 1967. Then he worked for two excursion trains before becoming chief engineer for Steamtown, with its huge collection of steam railroad engines. He runs coal-fired trains on their daily round trips between Steamtown's Riverside station and Chester, 13 miles away.

"I didn't quit when I retired," says Andy, "because I love my job. If you like what you're doing, it's not really a job." What about a seven-day work week for a 78-year-old? "It's only for a few months, June to September, and anyone should be able to work every day for a short period like that. When Steamtown closes in the fall, I go to Florida and work on trains down there." For information contact Bob Barbera, Steamtown Foundation, Box 71, Bellows Falls, Vt. 05101, (802) 463-3937.

YOUR comments in November issue to the effect that prospective retirees should plan for the kind of future they want to have after giving up their jobs, whether voluntarily or otherwise, are well put. I'd be a strong supporter of some quasi-government program to inform people what they'll get into by retiring, together with some intelligent ideas on post-retirement living. It is



Southern Railway train 4 shown crossing Mill Creek eastbound on its Asheville to Salisbury, N.C., run in Aug. '71 in the Blue Ridge Mts. between Ridgecrest and Old Fort. This route with its seven tunnels and a backdrop of the Pisgah National Forest was popular with railfans.

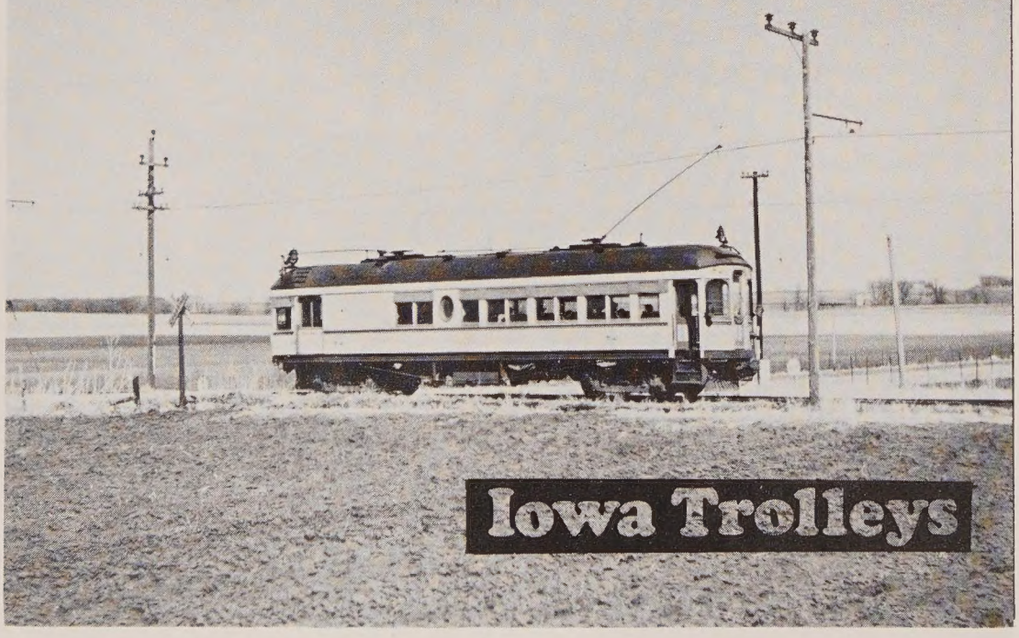
W. Frank Clodfelter, 36 Westchester, Dr., Asheville, N.C. 28803

Rear shack at work in caboose preparing supper years ago.

A service begun in 1895 by Pasadena & Pacific ended early on May 26, '72, along busy Santa Monica Blvd., Hollywood, Calif., as Espee 1171 eases along with car and hack.

Gary G. Allen, 215½ East Palmer Ave., Glendale, Calif. 91205

The interurban among the croplands—the familiar image of electric railways in Iowa. It's just one side of IOWA TROLLEYS: CERA's big new 304-page book on all interurban and street railways in Iowa. Stock #B-114 —$25 from Circulation Manager-R, CERA, Box 503, Chicago, IL 60690. Plus sales tax in Illinois. Discount to CERA members. Central Electric Railfans' Association is an Illinois not-for-profit corporation. *William D. Middleton photo*



a serious matter to catapult a middle-aged person, who's worked for 50 years, into a vacuum. And that's what is happening to many pensioners who hadn't given enough thought to the future while they were still working. — Linwood W. Moody, P.O. Box 462, Eaton Park, Fla. 33840. (Ed. note: Moody is an authority on the narrow-gage railroads of New England. He wrote many articles for Railroad Magazine and a popular book, The Maine Two-Footers.)

I HEARTILY agree with your comments on the need for pre-retirement planning. As co-ordinator of the North Carolina Council on Churches Model Project: Ministries with the Aging, I am regularly reminded of the problems incurred by both individuals and institutions for want of such planning. As a railfan, I have done some surveying of railroaders in this state. There seems to be a lack of pre-retirement planning and counseling provided by either the railroad companies or labor organizations. I enjoy your magazine and the attention it grants to people as well as machines. Railroading without railroaders would be dull indeed. Rev. Richard F. McCleary (member of NRHS), 2101 Dartmouth Dr., Durham, N.C.

Onions grown in San Joaquin Valley hauled into reefer on Stockton Terminal & Eastern.

Jim Belden, 3619, Paul Jones Ave., San Diego, Calif. 92117

FIRE sweeping through a dormitory car of a Ringling Brothers Barnum & Bailey Circus train rolling through South Carolina early in December claimed the lives of three men and a woman. The car, owned by the Seaboard Coast Line, was in the middle of a long train carrying circus personnel and animals when the fire started. The blaze was confined to the one car. The woman was injured fatally when she jumped from the moving train to escape the flames. The train was en route to Sarasota, Fla., winter headquarters of the circus.

AN 18-MILE railroad, the Norwood & St. Lawrence, was donated recently by St. Regis Paper Co. to the Ogdensburg Bridge and Port Authority, which runs a toll bridge. The line connects Waddington, N.Y., on the St. Lawrence River, with Norwood, N.Y. The company bought the railroad in the 1920s to haul pulpwood to its paper mill. But in recent years the line, like many larger ones in the Northeast, has had heavy losses. It has two locomotives, shops, a roundhouse, and 15 employes.

IOWA TROLLEYS

Charles City Western's center-door interurban car 53 is just one of the long-lived IOWA TROLLEYS in CERA's big new 304-page book. Stock #B-114—$25 from Circulation Manager-R, CERA, Box 503, Chicago, IL 60690. Plus sales tax in Illinois. Discount to CERA members. Central Electric Railfans' Association is an Illinois not-for-profit corporation.

William C. Janssen photo

AFTER FIVE YEARS!

The UNION PACIFIC

Streamliners

The complete detailed history of the Union Pacific Streamliner fleet from 1934 until 1972, including the steam-powered Forty Niner and Treasure Island Special. Full comprehensive coverage (not just a survey) of every phase of the construction and operation of all these trains. Included are a full set of construction photos of the M-1000, numerous timetables, consists, menus, personal experiences of employees and physical descriptions and diagrams of all lightweight equipment of this period. Also covered are the Stewardess service, the City of Cheyenne, the City of Seattle, slumber cars and thru-car service. A unique feature not found in other books are the agreements between the four carriers concerning ownership and operation of jointly-owned equipment.

8½x11 hardbound with 594 pages of 80 lb. coated paper. Over 1,250 photos and diagrams, most of which have never appeared in print. Sixty thousand words fully indexed. The 4 color frontispiece, an original by Howard Fogg, also appears on the dust jacket.

PRICED AT $40 AND WORTH IT!
Postpaid

KRATVILLE PUBLICATIONS

516 Farnam Bldg., Department RM
Omaha, Nebraska 68102

Anyone interested in photographing locos in eastern Canada should get a copy of Motive Power Directory of Southern Ontario, ten 8½ x 11" pages, available at $1 from the author, H. L. Holland, 1201-129 Bold St., Hamilton, Ont., Canada l8P 4R1. This publication gives details on yards, power depots, etc., at various cities and towns, with instructions on how to reach them.

THE UNITED STATES Railway Association has announced approval of a track abandonment application from Penn Central on 0.6 miles of track in Cuyahoga County, Ohio. The line has not been used in more than four years.

A 64-MILE stretch of the Western Maryland Railroad, from Connellsville to Frostburg, Md., has been offered to the Western Pennsylvania Conservancy for development into a hiking trail subject to ICC approval. The railroad is seeking permission to abandon the 115 miles of track between Connellsville and Hancock, Md., the National Park Service and State of Maryland have expressed interest in the right-of-way through Maryland.

NEW OUTLETS for Eastern Kentucky's low-sulphur coal will soon be available to coal producers and to electric utility and other industry users. A new highcapacity rail-to-river transfer terminal at Ghent,Ky., on the Ohio River some 60 miles east of Louisville, is now under way. Machinery and conveyors will dump coal from railroad cars and load it into river barges.

LAFE JENSEN, who ran the Golden Spike Motel in Brigham City, Utah, is dead, reports Roy L. Peterson of Belvidere, Ill. His father was Elias Jensen, a Union Pacific construction worker who participated in the "last spike" ceremony at Promontory, Utah, in 1869. Elias is shown in Andrew Russel's famous photo of the ceremony, wearing a hat, just beneath the extended arm of a man on the pilot of the Central Pacific's Jupiter. Who can tell us if any direct descendants of that ceremony are still living?

NORFOLK & WESTERN expects to spend $105 million for capital improvements across its 14-state system this year. This figure represents an increase of about 36 percent last year's, NW will buy 66 diesel locos, 500 boxcars, 100 flatcars, 300 coil steel cars, 26 fully enclosed tri-level rack cars, 108 bi-level racks, and 100 cabooses is resuming the railroad construction program of 100-ton coal hoppers at the Roanoke shops. About 1300 cars of the 2000-car order will be completed by the end of the year.

IN A SYMBOLIC handing over of keys at Portland, Maine, on December 17th, CP Rail became a truly transcontinental railway. At 10 a.m. EST, CP Rail acquired 57 miles of Maine Central track between Mattawamkeag and Vanceboro, Maine. This completes CP Rail's control of the 3,350-mile mainline route between Vancouver. B.C., and Saint John, N.B.

THE RAILROAD CABOOSE, a classic written by William F. Knapke and Freeman Hubbard, was out of print for some time but is now available again, reports the publisher, Donald Duke of Golden West Books. It still has 237 pages, more than 165 illustrations, and an introduction by Trains editor David P. Morgan. Our book service prices it at $8.50 plus 440* postage.

RALPH K. DAVIES Medical Center in San Francisco is the only hospital anywhere with its own railroad. The new road, built there by the Southern Pacific, has only 33 feet of track and one switch. Its sole "rolling stock" is one end of a retired SP boxcar. The car section is locked to the track so it can't roll. But, small as it is, the railroad plays a big role in rehabilitating injured rail workers and fitting them to return to work. (Back injury accounts for about one of every four disabling industrial injuries, the largest single groups of such injuires.) Driving of "golden spike" last October marked completion of the road. Injured rail workers test their progress in rehabilitation by operating the switch, climbing the boxcar ladder, and applying its hand brake. They also use it to drill in safe work habits for the future.

A PERSISTENT problem of protecting food from contamination during rail shopment must be met, warns Dr. Alexander M. Schmidt, U.S. Commissioner of Food and Drugs. He says the choices are voluntary, cooperative and preventive measures, involving industry and government, or a unilateral FDA program of increased seizures and prosecutions. Dr. Schmidt cites steps taken by FDA to improve sanitation in the nation's food plants and in warehouses, including an $8 million dollar effort following a critical report of unsanitary conditions in food plants and warehouses.

PENN CENTRAL trustees have announced that PC must either get substantial additional Federal funds or undertake extensive furloughs and drastic reduction of maintenance programs because of worsening losses and cash deficiencies.

WESTERN FRUIT EXPRESS is retro-fitting 152 mechanically refrigerated rail cars to increase its stock of specially designed bulk loaders. Although the cars can hold all types of perishables, they are being equipped specifically for speedy loading and unloading of bulk potatoes. Additional savings to bulk shippers result from eliminating the investment for bags and cartons and the time and labor required for bagging. WFE can deliver the loads at the temperatures its customers specify, such as in the 60- to 65-

SCL train from Florida hits snow in North Carolina in '72.

Curtis C. Tillotson, Jr., Colege St., Oxford, N.C. 27565

degree range which is critical to the potato chip industry.

SANTA FE plans to spend $285 million for capital improvements this year — about $35 million more than last year's figure including some $20 million for locomotives under lease. On its program are 89 new diesel units and 3,600 freight cars due this year, also 80 rebuilt diesels, plus major improvements on roadway and structures, and the second phase of a new computerized classification yard at Barstow, Calif., scheduled for completion early next year. Also installation of 275 mainline track miles of new and reconditioned continuous welded rail, expansion of piggyback facilities, etc.

CONGRATULATIONS on publishing "Pennsy Hogs" by Richard D. Adams, in your Nov. '74 issue. It is a pleasure to read a Pennsy article that is both accurate and well written. Too much prr material loaded with colossal errors has appeared in various magazines and books. John M. Prophet, 60 Maple Court,Buffalo, N.Y. 14226.

CORRECTIONS. Photograph of beautiful Barbara Pickard on page 17, December issue, was inadvertently credited to Thomas P. Cheesborough. Actually, it was made by William T. Morgan, AG2, OA Div., USS Saratoga CV-60, FPO, New York 09501. Sorry, Bill! ... And the engine pictured on our December cover is Savannah & Atlanta (not Atlantic) No. 750, corrects Al Langley, who comments: "She's the queen of the Southern Ry. steam fleet, ex-Florida East Coast, which once ran over the FEC Key West extension and has a tender from the old New York, Ontario & Western.

TURNING back the pages of Time some 50 years, I re-live the days when I worked on the Canadian Pacific tugboats onKootenay Lake, B.C., hauling bargeloads of freight cars between railheads. I remember the evenings when we'd arrive at Kootenay landing on the south end of the lake around six p.m. and wait several hours for the freight trains to show up with our return loads. No switch engine was stationed there. The freight loco had to unload our barges, then reload them. While waiting for these jobs to be done, the tug's whole crew, except an engineer and fireman, would walk up to the section crew's shanty and listen to a young gandy dancer play Italian tunes on his accordion. Those gandies were all Italians and good workers. We just sat around, thrilled by the music. With regret we heard the incoming freight whistle and knew we'd have to leave. Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada V8W 1N9. ●

ICC Annual Report

THE ICC sent its 88th annual report to the Congress on January 3rd. The 137-page publication summarizes the Commission's activities for the 1974 fiscal year ended June 30th. It emphasized problems caused by the energy crisis and environmental concerns. These problems ranged from fuel conservation to fuel cost compensation for owner operators.

The Commission prescribed regulations for the adequacy of intercity rail passenger service. The rules set standards of quality for all intercity passenger trains, other than "commuter" or "short-haul" trains. They set criteria to monitor on-time performance, prohibit cancellation of individual runs, and provide remedies for missed connections. The standards require adequate equipment to meet public need, mandate cleanliness in trains, and describe the amenities needed in terminals. Procedures were instituted by which travelers can air grievances to the carrier and to the Commission, and obtain settlement through administrative or court action.

The usual factors that lead to freight car shortages were joined by two special demands this year: the after-effects of the 1972 sale of 83 million tons of grain to the Soviet Union and the fuel shortage during the 1973-74 winter. The grain sale was followed by a nearly catastrophic sequence of events. Freight car buildups occurred at port facilities as they received more grain than they could handle. Interior points reported massive car shortages for domestic traffic as exports continued in high gear.

To alleviate the shortage, the Commission issued service orders prohibiting railroads from assigning more than 25 percent of their covered hopper fleet to grain shipments in unit trains and setting aside carriers' tarrif provisions requiring exclusive use of box cars or covered hopper cars for movement of certain grain traffic. ●

MAIL AUCTION!

Fine RR antiques & artifacts including steam whistles, locomotive heralds, wax sealers, dining car china, ticket daters, lanterns & lamps, keys & locks, express signs, depot wall pictures, telegraph instruments, select paper items, much more. Huge selection, all authentic, some real museum pieces. Satisfaction guaranteed.

Two entirely different special auction lists will be issued in coming months. Send $1. now and you will receive both.

Scott Arden — Noti, OR 97461

CLOTH
RAILROAD EMBLEMS
HICKORY STRIPE ENGINEER CAPS
SERVING: RAILROADS—MUSEUMS—DEALERS—INDIVIDUALS—CLUBS HISTORICAL SOCIETIES
INQUIRIES WELCOMED
OVER 375 DIFFERENT DESIGNS IN STOCK
MANY FROM DEFUNCT LINES
LIST & TWO SAMPLES EMBLEMS $1.25

BOSCH EMBROIDERY INC.
P.O. BOX 8565 KANSAS CITY, MISSOURI 64114
ORIGINATORS & MANUFACTURERS OF RAILROAD EMBLEMS SINCE 1926

Railroad Dining Car Silverware, China Glassware & Linen

For Free Catalog
send now to:
A&M SALES
P.O. Box 133
Greenlawn, N.Y. 11740

#2101 AT ITS BEST

This 4-8-4 ex-Reading T-1 excels on two stereo cassettes: "#2101 IN THE NORTHEAST" on the D&H, EL and P&S, 1973 and 1974; and *all different* "#2101 ON THE PITTSBURG & SHAWMUT" in the western Alleghenies, 1973 and 1974. One hour each, $6.95 postpaid; both for $12.95. (NJ res. add tax.)

MenkelSounds
Box 195, Dept. RR . Rutherford, NJ 07070
See our ad in The Switch List.

HORSESHOE CURVE
by Grif Teller

17"x23" four-color reprint of the picture on the 1935 PRR calendar, $4.00 ea. Pa. residents add 24c sales tax for each picture.

T. R. FINDLEY
2449 Harrisburg Pike, Lancaster, PA 17601

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits.
Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017.
No questions will be answered by mail or telephone.

1. How often must U.S. Railroads file damage and loss reports?

Every quarter, effective with the first quarter of this year, the ICC ruled. This order has the approval of the Association of American Railroads, the U.S. Department of Transportation, the National Industrial Traffic League, and the National Assn. of Food Chains and Transportation Loss and Damage, Inc., a firm representing shippers having loss and damage claims.

2. Is the Southern Pacific making much money these days?

Yes; in its report on earnings for the third quarter of 1974, Espee's net income was $35,651,000, $1.25 a share, up 58 percent from the $22,584,000, or 85¢ a share, earned in 1973. Total operating revenues increased $446.7 million, from $387.6 million a year ago. Gains in operating revenue came principally from increases in freight rates, with better traffic in chemicals, canned foods, paper and pulp, coke, scrap metal, other waste materials and crude petroleum which SP is handling this year in unit trains.

3. Which was the first Canadian-built steam locomotive?

The Toronto, at Toronto Locomotive Works. She made her first run May 16, 1853, on the Northern Railway.

4. What can you tell me about the LaCrosse & Southeastern?

Organized Sept. 14, 1904, the road was opened from LC&SE Jct. to Viroqua, Wis., with trackage over 1.8 miles on the Burlington from LC&SE Jct. into La Crosse for a total of 42.2 miles. In its last years of operation it had three locos and 39 pieces of rolling stock. On Aug. 5, 1933, 16 miles of its line between Westby and Chaseburg were sold to the Milwaukee and the remainder abandoned.

5. I'm a Great Northern retiree. Under what conditions is a railroad residual payment made?

It is payable after an employee's death if he left no survivors entitled to monthly benefits at that time or in the future. However, if a surviving widow is entitled to a future annuity, she can receive the residual payment by waiving her rights to such benefits before she reaches age 60 or at any age if she remarries.

6. How many steam roads were running in Maryland in the mid-1930's?

Nineteen: the Baltimore & Eastern, Baltimore & Ohio, Chesapeake & Ohio, Cumberland & Penna., Canton, Castleman River, Emmitsburg, Maryland & Delaware Seacoast, Maryland & Penna., Norfolk & Western, Patapasco & Back Rivers, Pennsy, Preston, Reading, the Richmond, Fredericksburg & Potomac, the Southern, the Washington, the Brandywine & Pt. Lookout, and Western Maryland.

7. What ICC conditions authorize Union Pacific to acquire the Rock Island by merger?

ICC will conditionally authorize the merger if certain portions of the Rock Island are transferred to the Denver & Rio Grande Western, the Southern Pacific, and the Santa Fe. The UP would be required to sell the Rock Island properties south of Kansas City to Espee and Santa Fe; and various other terms will have to be met. Santa Fe is being authorized to buy the Rock Island's line between Amarillo, Texas, and Memphis, Tenn., and the Rio Grande authorized to buy RI's line extending from Denver and Colorado Springs to Omaha.

8. Words, please, to Song of the Wrecker, by Charles R. Angell.

You may be a Mogul or switcher
For status I care not a rap
I'll lift you back to your place on the track
Or drag your bones to the scrap.
Get out of the way there, you flyer!
Your place on the mainline is mine!
Speed up for the siding, you freighter,
For trouble is loose on the line!

Somewhere there's a smashup that's calling;
You haven't a schedule at all;
Distress takes the speed out of schedules;
You wait while I answer the call!
A giant turned loose in my might,
And if you're gone wrong I'm the answer
To what's to be done for your plight!

The strength of my steel-banded sinews
No task of the road can appall,
So if you're in need of assistance
I'm ready to answer your call.
You may be a Mogul or switcher
For status I care not a rap
I'll lift you back to your place on the track
Or drag your bones to the scrap!

9. How come the term "redcap"?

The Brass Pounders' Gossip (newsletter of Toledo Morse Telegraph Club) and The American Language by H. L. Mencken relate that on Labor Day, 1890, a Negro porter at Grand Central Station, New York City, tied a bit of red flannel around his black uniform cap so he could be more easily identified in the crowd. This enabled him to get more luggage-toting jobs and thus earn more money. Other porters soon copied him. According to Freeman Hubbard's book Railroad Avenue (which is due to be re-issued as a paperback this year), New York Central publicist George H. Daniels coined the term "redcap" in about 1900.

10. Where was the Bonlee & Western?

Organized in 1908, the B&W ran between Bonlee and Bennett, N.C., 11 miles;

Rio Grande Challenger P70

King of the Hill-B&O P71

by The Leanin' Tree Publishing Co.

Dramatic, Full-Color Fine Art Prints

From the brush and memories of Howard Fogg

Exacting and accurate in detail, these 22 x 17 prints recall the mighty days of steam and power crossing America's landscape. Only Howard Fogg could capture these historic moments.... only TRAIN CARDS can offer you these powerful prints.

Carefully lithographed on bright, sturdy, white stock, these prints are ideal for framing, or just tacking up on the wall. A perfect gift, too.

Order direct. Only $3.00 each or $6.00 for the set of two prints. Add 60c for postage. Free catalog upon request.

TRAIN CARDS

Box 1500-M030, Boulder, Colorado 80302

had one loco and one car, and was abandoned in 1928.

11. What is the status of the now-unused Canadian Pacific steamboat Princess Marguerite?

She has not been scrapped but is up for sale by the Maple Shipping Co., Vancouver B.C. She made her last run up Puget Sound from Seattle, Wash., to Victoria, B.C., with 200 passengers on Sept. 30, 1974. Built in Scotland in 1949, she and her sister ship Princess Patricia **were on the day run for years between Seattle, Vancouver, and Victoria.**

CP took the Patricia off this run several years ago, gave her a $1.5 million overhaul, and put her on the scenic inland passageway trip between Vancouver and Skagway, Alaska. Many railfans wanting to ride the White Pass & Yukon Route out of Skagway to Whitehorse in the Yukon have taken this voyage. The Patricia operates on this trip during the warm months. With the end of the Princess Marguerite's service Canadian Pacific is deactivating its marine terminal operations in Victoria, due to higher operating costs and reduced revenue.

12. What was a steam locomotive crownsheet?

This consisted of heavy sheeting above the top of the firebox and forward beyond the juncture of the brick arch. It was used to keep a water level on the widest heating surface above the fire. The crownsheet was held in place by hollow angular staybolts and sloped slightly upward to the forward end. It had to be covered with one inch or more of water at all times under pressure. A lesser amount caused scorching or burning fatal explosions.

Erie 2-10-0 Camelback No. 2503, class J-1, was built by Baldwin in 1891 for pusher service on Susquehanna Hill of old New York, Lake Erie & Western. She was originally a Vauclain compound, rebuilt about 1902, simpled in 1904, and scrapped June, 1926. (See Railway & Locomotive Historical Society Railroad History 131 for more details.)

13. When did Penn Central rip up the line between Waterbury and Meriden, Conn.?

It didn't. This was done long before the days of PC. The old New Haven line between these two Nutmeg State cities via Hanover, Millvale, Southington, and West Cheshire, was discontinued on June 24, 1917, due to low traffic.

14. Was there ever a St. Joseph Valley Railway?

Yes, indeed. Chartered in 1905, it was opened a year later. It leased 27 miles of trackage between LaGrange and Angola, Ind., from the St. Joseph Valley Traction Co. (projected from Angola to South Bend), and owned 23 miles of line between LaGrange and Bristol, but was abandoned long ago.

15, I work on the Illinois Central Gulf. How long are sick benefits payable?

Normal sick benefits are payable for up to 26 weeks. Extended benefits can be paid for an additional 13 weeks if you have 10 to 14 years of service, or for an additional 26 weeks if you have 15 or more years of service. To be eligible for the extended benefits, you must be under age 65 (normal retirement age) but not voluntarily retired.

16. Did the Erie ever have a Camelback Mallet?

Yes, numbered in the 2600 series. She was an 0-8-8-0, had 25" and 39 x 28"

Canadian National Railways photograph.

Canadian National old 9000 pulling her regular train many years ago. She was pioneer (according to Canadian rail historians) of all modern diesel-electric locos. For years 9000 was the world's largest diesel and still claims the transcontinental speed record of 67 hours on the Montreal-Vancouver run. William Beardsmore & Co. Ltd. of Glasgow, Scotland, built two "V" type, 1330-hp, 4-cycle diesels. Canadian Westinghouse built the electric equipment. An articulate, double-ender, she was the largest diesel loco for years, being scrapped in '49. Too bad she couldn't have been preserved in a museum.

cylinders, 51" drivers, weighed 410,000 lbs. without tender, and exterted 84,800 lbs. of tractive force.

17. Which roads had 4-6-4's just before the outbreak of WW 2?

I know of 15 lines; there might have been more. Here is a list: Maine Central, Boston & Albany, New Haven, CB&Q, Santa Fe, New York Central, Frisco, Lackawanna, Milwaukee, Canadian National, Canadian Pacific, Chicago & North Western, B&O, Nickel Plate, and Illinois Central.

18. How did the term "OS" originate?

OS is an abbreviation for "on the (train) sheet." It means reporting to the dispatcher that a train has just passed a certain station. Superintendent I.A. Bush introduced it on the Buffalo & Erie in 1855. At first the initials were used as a general call signal for all stations. Shortly after it became established, Bush also set up the system of numbering trains instead of identifying them by names; and so the symbol OS was changed to mean train report.

19. What road was the N&SR of W?

The North & South Railroad of Wyoming, incorporated in 1923 and originally slated to be built between Miles City, Mont., and Casper, Wyo., 332 miles. It was actually completed from Illco to Salt Creek, Wyo., 41 miles, and owned three locos and nine cars, and was abandoned in 1935.

Running Extra

Thanks for the response to my request for details on the engine Matt H. Shay, a photo-story of which your magazine published recently. It helped immensely to fill in details for a Shay painting of mine exhibited at last year's R&LHS annual meeting. Anyone interested in color prints of this loco, taken from painting, may write to me directly. John Nernoff, Jr., 9 Roslyn Dr., Glen Head, N.Y. 11545.

I need photos, drawings, engineering plans, dimensional data, other info on Civil War railroad cars carrying cannons, for a school project. Noble Hickman, 21 Walter Way, Broomfield, Colo. 80020.

Two known ex-Pere Marquette Berkshires are in Michigan: the 1225, belonging to the Michigan State U. Railroad Club in East Lansing, and the 1222, in the State Fair Grounds, Detroit. Wendall A Sturges, Box 35, Opemos, Mich. 48864.

Anyone have a list of the roads that made up the New Haven? Raymond McMurdo, 755 Main St., Waltham, Mass. 02154.

Recently Baton Rouge to Geismar, La., local of Illinois Central Gulf had a red, white, and blue hack, the IRCX3500. It was a neat steel car with a revolving yellow beacon on the red cupola, electric marker lights, and "Engineering Research Car" in white letters on the cupola, and near this title was spelled out "International." What was it? Clark Sudduth, C.L.U., Box 66621, Baton Rouge, La. 70806.

Re Charles Smith query in July '74 issue, the road was the Gulf, Colorado & Santa Fe, chartered by Galveston, Texas, interests in May, 1873. The plans were to build from Galveston to Santa Fe and then coupled up with the D&RG, which was then building toward Santa Fe, N.M. By 1886 it had reached the Red River on the north and Lampasas in west Texas, in addition to absorbing several smaller Texas lines. It is now part of ATSF. Floyd Reer, 3305 Laclede Ave., Los Angeles, Calif. 90039.

Where can I buy a book on the history of the Boston & Maine? A. Howard Robinson, 499 Trudale Court, Oakville, Ont., Canada. (Note from Barbara: You might try the Boston & Maine Railroad Historical Society, P.O. Box 302, Reading, Mass. 01867.)

Anyone know whether the ICC and the railroad brotherhoods have ended the use of all wooden cabooses? Alan Kenneth Green, Box 901, Brookhaven, Miss. 39601.

What is or was a gravity car? L.H. Hoffman, Fryburg, Pa. 16326.

Did Amtrak ever print brochures on the National Limited or the Floridian? I have material on their other passenger trains. P. L. Warringham, 54 Pollock St., 1760 Randfontein, Transvaal, South Africa.

I want info on the Offerman Ry. & Mining Co. Ralph Shankland, Box 51, South Pasadena, Calif. 91030.

Regarding Detroit, Toledo & Ironton electrification, what type locos were used, when was electrification discontinued, were any locos sold for other use? I also need info on large box-cabs such as No. 501. Wm. B. Randolph, Box 4204, Baltimore, Md. 21205.

I want to know the date, name, and railroad which owned and ran the first all-stainless steel passenger train. My late husband, Howard S. Kline, who operated the Central Mileage Bureau of Chicago for years, owned a watch, the case of which was made of scraps of this train. I want the details to go with the watch for his daughter. Mrs. Howard Kline, 413 S. Ozark Ave., Girard, Kan. 66743.

Who can give the dates when through trains first ran between Jersey City and Atlantic City on the Pennsy and Jersey Central? I refer to the sections which later became the Nellie Bly and the Blue Comet. Warren B. Crater. (CNJ engineer and one of our Interesting Railfans), 270 W. Colfax Ave., Roselle Park, N.J. 07204.

I'd like to know the name of the station, road, and three branches of the Erie Lackawanna interchange somewhere in the area of Spring Valley and Nanuet, N.J. H. C. Yaeger, 701 N. Main St., Winston-Salem, N.C. 27101.

I want history and other info of Wyoming R.R., which ran from Buffalo to Clearmont, Wyo. — Bob Arthur, 2119 Elsmere Ave., Dayton, Ohio 45406.

Which Covington applies, Virginia or Kentucky, in reference to Covington & Ohio? It merged with the Virginia Central and then into the Chesapeake & Ohio. Joseph Grinder, Box 121, Institute, W. Va. 25112.

Wanted: Words to an old song, "Railroad Bill." Lt. Col. Ralph Bohne (ret.), 4358 Timuquana Rd., Apt. 208, Jacksonville, Fla. 32210.

Re your reply as to when British Railways first used Pullman cars, I'd like to say those cars were unlike the ones commonly used in the U.S. Ours were chiefly sleepers, although the Pullman Co. also operated some parlor cars and buffet-parlor cars. The sleepers in Britain, at least today, are not designated as Pullmans. Cook's Continental Timetable, covering all European train schedules, states:

"Pullman trains give fast day services between selected British cities. They consist of air conditioned saloon coaches with tables, armchair seats, and wide double-glazed windows. Meals and refreshments are served by a Pullman steward at every seat. A supplement is payable in addition to the fare, and this supplement includes the cost of reservations."

When we were over there a couple of years ago we rode a train from London to Swansea, Wales, which had several of these cars in its consist.

Lee Miller asked how come he saw a boxcar with two heralds, Chicago Great Western and Chicago & NorthWestern. The C&NW absorbed the CGW a few years ago. When applying the C&NW herald they omitted removing the CGW one, either intentially or otherwise. Edward Mahoney, 5418 Ellsworth Ave., Dallas, Texas 75206.

Re a query about letter S in end of railroad ties, these are check irons. Their purpose is to prevent the tie ends from splitting open. Each one is six inches long and one inch wide. One edge is sharpened and hammered into the tie end before installation in the track. At least one, sometimes more, is used in both ends of the tie. Other shapes are letters G and Z. Bridge ties, being larger, more costly, and not easy to change out, many have as many as six in each end. Some railroads have discontinued this type of anti-splitting device and use, instead, fluted dowel pins forced into prebored undersize holes horizontally near the tie ends. O. W. Brooks, R.D. 1, Box 46, Emporium, Pa. 15834.

RUNNING A RED BOARD by Bert Lanning

ON A COLD day, January 18, 1929, at Glacier, B.C., snow was piled high on both sides of the mainline, where a wedge wedge plow had thrown it less than an hour before. The white stuff was still falling thick and fast as engineer "Mac" McDougal cleared the west portal of the five-mile Connaught Tunnel. His Mountain type oilburning engine, No. 5776, was still puffing black smoke after the long climb.

Pulling past the depot, Mac eased off the throttle, while his fireman shut down the flow of oil into the firebox. Looking back, the hogger could see the signal from the rear end telling them that they were now clear of the tunnel. He made a heavy trainline brake application, bringing to a grinding stop the long string of loaded wheat cars. As this train was a westbound extra, there would be orders for them at Glacier station. The pusher that had assisted them upgrade all the way from Beavermouth, some 40 miles east, was then cut off, as Glacier was the summit. The rest of their run would be mostly downgrade to Revelstoke.

Despite the driving snow, McDougal climbed down to oil and check the running gear of the 5776. By the time he'd finished this important routine, the conductor came up, climbed into the engine cab, and waited to give Mac the few flimsies that the Glacier operator had given him, reminding the hogger that they'd better get rolling if they were to make the meet with an eastbound regular freight that had been set up for them at Lauretta siding.

Mac nodded. "We'll be there on time."

After releasing the train's brake, he eased the throttle of his big locomotive out a few notches to take up the slack in the long string of boxcars. Then, moving ahead slowly enough to give the skipper a chance to swing aboard his caboose, he saw the tailend lantern giving him a highball. Soon the extra west was picking up speed as it headed downgrade with the throttle fully closed.

The fireman opened up the blower and kept a close watch on the water gage, making sure it showed at least three-quarters full. His watch said four p.m. Their meet was an hour away. During that time they'd have to run 35 miles and get into the clear for the eastbound freight. As all eastbound traffic had superior direction, they'd have to take the siding for the meet. Wind-whipped snow kept down to a few hundred feet their visibility of the track ahead.

As the heavy freight gained momentum on the steep downgrade, its hogger made a ten-pound resolute reduction on the trainline air. Glancing back, the fireman could see their head-end brakeman making his way slowly over the car tops, stopping at the end of each one to set up the retaining valve. Somewhere around the center of the string of cars he'd meet his partner doing the same, moving ahead from the rear. It was not an easy or safe job, especially in the snowstorm; but soon the head brakie slid back down into the warm cab and relaxed on the jump seat, ahead of the fireman's seat. The brake application had slowed them down to a safe speed as the first block signal came into view.

The fireman hollered across the cab to Mac, "Green board!"

"Green board!" he yelled back.

Then he made another air reduction as they thundered across a bridge and swayed around a sharp curve. Although the meet at Lauretta siding was set for four p.m., they'd have to be in the clear ten minutes before that time in accordance with standard regulations. McDougal had his train well under control as we passed the halfway mark. But after looking at his watch again, the fireman wondered if the speed was enough to permit that ten-minute clearance.

Retainers were slowing the speed considerably. Mac made several more brake applications while going through a series of snowsheds. Firemen don't question the way a hogger handles his train, so his tallowpot quietly stuck to the job of keeping the steam pressure up, the water glass full, and calling out the block signals as he saw them. Mack repeated them each time.

As they neared the final block, rounding a sharp left curve, the signal was on the fireman's side and he yelled a warning, "Yellow board!" That, of course, was a danger sign. It indicated that a train was in the block just ahead of the one they were entering! Although he was short on time, McDougal would have to slow his train somewhat to let the head brakeman jump off the front of the engine and unlock and throw the siding switch.

He figured that another ten-pound reduction should be enough as he reached for the trainline air control handle. But he held off making the application for a half-mile, as seconds counted, so that they'd reach the siding in time. Then, as they rounded the last curve that Mac knew would bring them onto a straight stretch of track leading to Lauretta siding, he pulled the airline handle over and watched the air-gage indicator climb to the ten-pound mark.

By this time the head brakie was down on the pilot steps, ready to dash to the switch. McDougal was a good hogger, one of the best, but even the best men can make errors in judgment. This time he had cut things a bit too fine! As the heavily loaded freight rolled down toward the siding switch, Mac realized with dismay that his speed was still in excess of an ability to slow down enough for the brakeman to open the switch. So he pulled his airline handle over to emergency. But in vain!

Before the brakie could even reach the switch his train had overrun it. They were still moving slowly as Mac made a fast decision. Hollering for the stunned brakeman to get back on the engine, he said they'd have to carry on to the west switch and divert the eastbound into the siding! Then, swinging the brake handle over to the quick-charge position, he yanked open the throttle to get rolling faster, as the brakes behind him started to release. Not far from the switch stood the block signal, a sentinel in the snow, showing red!

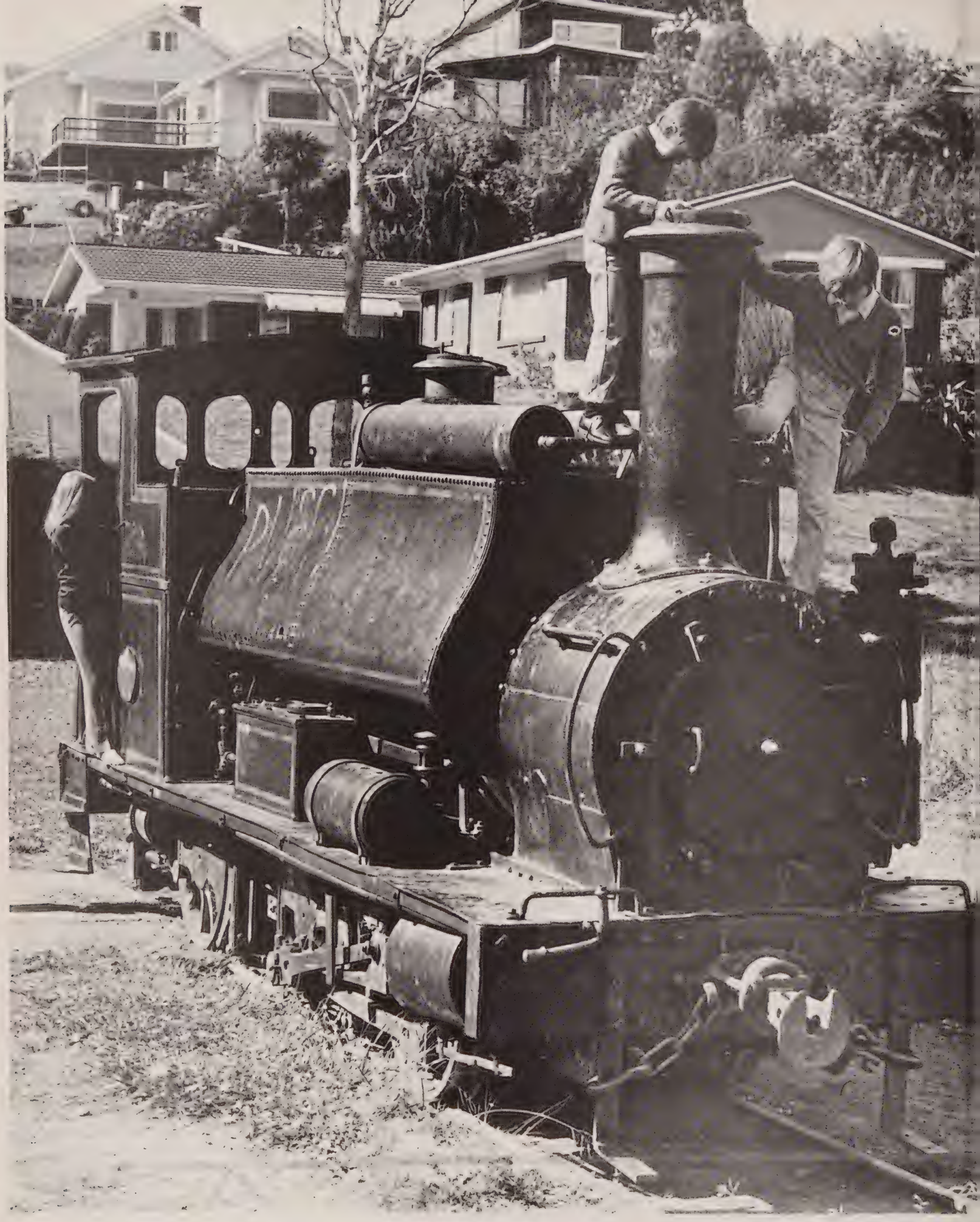
Both the head brakeman and the fireman knew that by passing a red board the hogger had violated a strict company rule. But Mac was the sole judge of what action should be taken in such an emergency. Obviously, he could not have reversed on that steep grade to go into the siding. And there was a chance he could get down to the west switch before the eastbound freight appeared. Mac had shut off the throttle as they got rolling and, with the brakeman back on the snow-covered front end of the engine, he prepared to stop the train well before they reached the station.

All three men realized that he was taking a calculated risk and that the regular eastbound would probably have full tonnage and be coming up the grade at slow speed. Although the block signal was showing red, the eastbound could have just entered the block ahead. What the men on the 5776 didn't know, however, was that the other engineer, Stevens on the 5759, had a light load, mostly empties, and had proceeded some distance into the block when Mac made his decision, and was now steaming down the main!

The eastbound was highballing as it neared a curve a short distance from Lauretta siding's west switch. Stevens had just checked his water, had noted the time, four p.m., and had figured that the westbound should be safely in the passing track. The curve was to the right, giving the eastbound hogger his first glimpse of the siding. His left hand had gone up to give the other engine crew a couple of short blasts, as a friendly greeting, as he roared past. But what he saw froze his hand in mid-air!

For a second he could hardly believe his eyes. There, in the swirling snow the westbound train was rolling to a stop directly in front of him! With a warning to his fireman, Blysback, to jump, Stevens dove out his window. Blysback did the same on his side. Their head brakeman, Abrahamson, dozing on the jump seat, never made it! Before he could become sufficiently aware of the danger, the two locomotives met head-on in a thunderous crash. Trapped in the cab, Abrahamson went to glory. Both engine crews managed to land in the deep snow without injury and they scrambled to safety. As the 5700's were equipped with convertible cabs, these crews had saved their lives by taking the quickest exits.

At the official investigation that followed shortly afterward, engineer McDougal was forced to accept the blame. He admitted he had passed the red board.



Ex-New Zealand Railways F class 0-6-0 saddle-tank No. 230 preserved in a children's playground at Hamilton Lake near Hamilton, N.Z. She was built by Dubs & Co., Glassgow, Scotland, in 1880. The F class locos lived a long and successful hauling life.

Photograph by David I. Drewery, Hamilton, N.Z. (J.K. Haywood collection, 21 Noel Rise, Burgess Hill, Sussex, England)

Penn Central eastbound freight battles storm near Chatham, N.Y., in Jan. '69.

James B. Armstrong, 2127 California St. N.W., Washington, D.C. 20008

Montana beauty queen Stephanie Skites of Great Falls feels at ease with another queen, Northern Pacific's famed Minnetonka, No. 1, recently in Missoula yards.

E.V. Nixon, P.O. Box 21, Missoula, Mont. 59801

PHOTOGRAPHS OF THE MONTH

CP Rail barge, loaded with entire train, including H-line 8714, travels across Slocan Lake in southern British Columbia enroute to Rosebery on cloudy, cool Sept. 6, 1974.

W. R. Hooper, Box 1662, Golden, B.C. VOA IHO, Canada

Cold, snowy weather make it necessary to heat up these Milwaukee switches.

Photograph by Daniel Bigenat

Last November, Auto-Train held a promotional display at West Palm Beach, Florida; and lovely hostess, Linda Shartzer, was there to say, "Welcome aboard!"

L. J. Langhi, 4913 Paetzold Dr., Lake Worth, Fla. 33460

The World's Largest Active STEAM LOCOMOTIVE

by Bill Withuhn

Union Pacific 8444 highballing at Sherman just west of Emery, Wyo., April 17, 1974.
All photographs by the author, 123 Linden Ave., Ithaca, N.Y. 14850

IT WAS SAID years ago that Union Pacific would soon put its big 4-8-4 No. 8444 out to pasture, to grace some park or pedestal. But each season the world's biggest active steam loco rolled out in regal splendor to renew old acquaintances and make new friends.

In Omaha, just across the Missouri River from UP milepost 0, a unique five-car train was assembled behind her last April 15th. Included were a flag-bedecked flatcar, a baggage/bar car, a coach, a dormitory car (ex-streamlined Pullman Pacific Domain), and an office car. All gleamed in new paint. This was the "Expo '74 World's Fair State Flag Special." The train was to make a twelve-day "parade" to the Fair at Spokane, Wash., stopping at state capitals en route to pick up state flags and receive official messages from governors for the opening of the Fair. For such an august role, UP President John Kenefick decreed that 8444 must "look better than the day she was built"; and on April 15th it was clear that the shop crews had carried out this mandate.

Being invited to accompany the Flag Special on part of its 2200-mile route, I caught the train in North Platte on the afternoon of its first day's westward run and stayed with it to Salt Lake, three days later. That was a journey to remember.

North Platte, Neb., at the juncture of the two forks of the Platte, that river "an inch deep and a mile wide." End-of-track on December 31, 1866. Home today of the nation's biggest hump yard (Bailey Yard), a diesel shop with three acres under roof, and the only Challenger now on public display (3977, in Cody Park). All these singular attractions paled, however, with the sight of 8444 sending glorious towers of clean white steam into the sky.

There she is, the Stephenson engine in its final evolution, 900,000 pounds of locomotive and tender. A century and a half of human genius in 100 square feet of firepan, 6-foot 8-inch cross-balanced disc drivers, and a ton of pressure under every seven square inches of boiler plate.

On the crystal clear morning of the 16th at 8:30, the 8444's deep whistle sounded, and the special began its second day. We swung past the Bailey hump and headed out across the double-tracked prairie of the Second Nebraska Subdivision. A quick stop at Ogallala, at 9:30 a.m. and I got what I had come for: road superintendent Don

(Top) Junior railfan observes mighty loco at Laramie, Wyo., water stop. Air was nippy at North Platte, Neb., April 16 '74 (right) as Bill took view from flatcar showing shipping flags, and rear of tender.

Short's call to ride in 8444's vast all-weather cab. No proper buff goes anywhere without a set of coveralls in his bag; I was ready.

At 9:33, engineman Cecil Tengue yanked back on the throttle and we fairly leapt out of town, her exhaust cracking off the grain elevators. With our light trailing load of but 307 tons, Tengue soon had the locomotive settled in at 20 percent cutoff, five pounds of cylinder back-pressure on the gage, and 60 mph on the speed recorder. The twin stacks blended into an aural blur.

Tengue had been glad to see the advent of diesels for the day-in and day-out of railroading. He admitted, though, to a soft spot for the big 800's. He had begun railroading in 1941 and has run nearly all types of UP road engines. He remembers their peculiarities and was prepared for the tendency of 8444's throttle occasionally to jump out of position on its quadrant. In fact, he kept a small piece of rubber under the latch handle to keep it engaged.

As we followed our gently curving route, parallel and a bit north of the South Platte River, the prairie towns swept by — Brule, Big Springs, East Barton.

1867. General Grenville Dodge and his surveyors. The Casement brothers and their Irish. Tom Durant, Oakes Ames, and Credit Mobilier. This is historic ground we tread today.

While drinking a cup of hot coffee offered to me by Fred Lundholm, the traveling road superintendent and acting fireman, I appreciated 8444's steady ride — helped, of course, by the die-level track and our light train. There was none of that hard, rhythmic vertical bouncing I had experienced on Nickel Plate 759 at speed. Here I could set down my cup, two-thirds filled, on the steel deck without fear.

Don Short pointed to the cup: "Notice which way the coffee's swirling? It will always try to go counter-clockwise, because of the right-hand lead of the main rods."

For a time we needled 65 mph. Then we crossed into Colorado — as the

Admiring crowd at beautiful old Cheyenne, Wyo., depot greets train on April 16, 1974.

main line turns briefly south here — and slowed for Julesburg. Singletracking was in effect for the 24 miles from Julesburg to Lodgepole, Neb., due to track maintenance. Additionally, we were scheduled to meet a rail train at Julesburg.

Don Short's portable radio sparked to life. General Manager O.A. Durrant, riding at the rear of the train in business car 110, instructed: "You can keep your speed to 55 to Lodgepole, Don. The meet with the rail train is changed to Lodgepole."

The radio talk continued for some moments as the Julesburg operator verified the order. We accelerated out of Julesburg at 10:14, turning northwest to parallel Lodgepole Creek. Poplar windbreaks on flat country.

FRED LUNDHOLM has been in UP service since 1940. He and Don Short are charged with the direct care of 8444 on her travels these days. "I like to fire this engine," he told me with a grin.

He fires cleanly and efficiently, with just a light haze out the stacks. Keeps an eye on the engineman, adjusting the long brass firing valve handle — which regulates the oil feed — nearly every time the throttle or reverse is adjusted. As the throttle comes out a bit, he gives a bit more oil; as it goes in, less oil. He then checks the stacks outside, to keep the same even, light density. If the throttle or reverse position-change is great, Lundholm adjusts the atomizer valve also.

High-pressure steam to the atomizer line mixes with the oil at the burner tip and sprays the oil/steam mixture into the firebox. As more power is demanded from the locomotive more pressure is required in the atomizer to keep the burner flame filling the firebox; as less power is demanded, less pressure. The safeties are set for 300 pounds of boiler pressure, but the two big Ashcroft pressure gages have been marked with a zone between 275 and 290 pounds. Lundholm keeps the needles pegged there by his careful attention, and the water always above one-half glass.

Feedwater down the fireman's side of the engine is handled by a Worthington open-type feedwater heater system, which Lundholm controls with two valves located on the backhead. His prime interest is on the one which controls the speed of the hot-water delivery pump. (The steam often seen under 8444's left cylinder is a feedwater system exhaust.)

We passed through Chappelle, Neb., and then rolled into Lodgepole at 10:44. Sure enough, the rail train was waiting on the inactive track. The two locomotives exchanged toots and honks as engineman Tengue put the speed back up to 60.

The grain-elevatored towns of Sunol and Colton were ticked off, with great crowds of waving, yelling, jumping, and running school kids gathered by understanding teachers to watch our passage. At 11:05 we reached the Sidney yard limit. Tengue made a smooth, one-application stop at the classic wood-frame passenger station at 11:09, kicking off the No. 8ET train brake at the moment of halting, and holding with the locomotive's independent brake. He centered the reverse. With thanks to the crew, I retired to a coach for a wash-up, while men hauled up firehoses to replenish the engine's 23,500-gallon tank.

Twenty-five minutes later, we got under way again. Over lunch in car 110, I was introduced to Frank D. Acord, UP general superintendent of motive power, who was riding with the special to oversee the locomotive. I asked him the question: "What's the future for your 8444?"

"As long as Mr. Kenefick has anything to say about it," he replied, "she'll run as long as she's able."

8444's magnificent baritone whistle called for a country crossing: A long, another long; one short; one long.

Unlike any fantrip, this State Flag Special had a distinct panache. The 8444 was going to a destination, not just out and back, and was on railroad business, not an extramural excursion. Indeed, except for local press men jamming the coach on occasional segments, I was the only non-UP man on board. There was an easy air of cheerful but solid professionalism all around — in the crew and in the hundreds of railroad employes at trackside. The 8444 was participating in a national event, the Fair, and while doing so was informing employes, clients, and the public that her company has style, verve, and a proud heritage.

FRANK ACORD, motive power superintendent, went to work for the UP in 1936, after he had decided to forget farming. He hopped freights west to Cheyenne and landed a job as an apprentice machinist in the railroad shops. In 1970, when the late David E. Neuhart retired, he succeeded to his present position. It is not hard to get Acord to talk electricity. The idea of operating electric power over Sherman Hill, with simultaneous dispatching and regenerative braking, has great appeal for him.

"We're getting very serious about electrifying, but no firm decisions have been made," he said. "We're still investigating."

He wants to take a trip to Sweden and see first-hand how it's being done there. He's not convinced that U.S. builders have all the answers. Meanwhile, the last two UP turbines sat as hulks at Cheyenne in April, 1974, already sold to the scrapper.

"We just couldn't get over the problem of dirt," Acord told me.

Ingested dirt and dust fouled compressor stages and eroded power turbines. Pratt & Whitney tried to help, but no solution worked out. Bigger filters just cut back efficiency too far. The turbines were retired at the point where per-mile maintenance charges were far in excess of equivalent-power diesel. As to the present and near-future locomotive orders, UP will concentrate on catalog models, such as SD-45's, which can be used in pool service with other railroads. The last DD-40X's have been ordered.

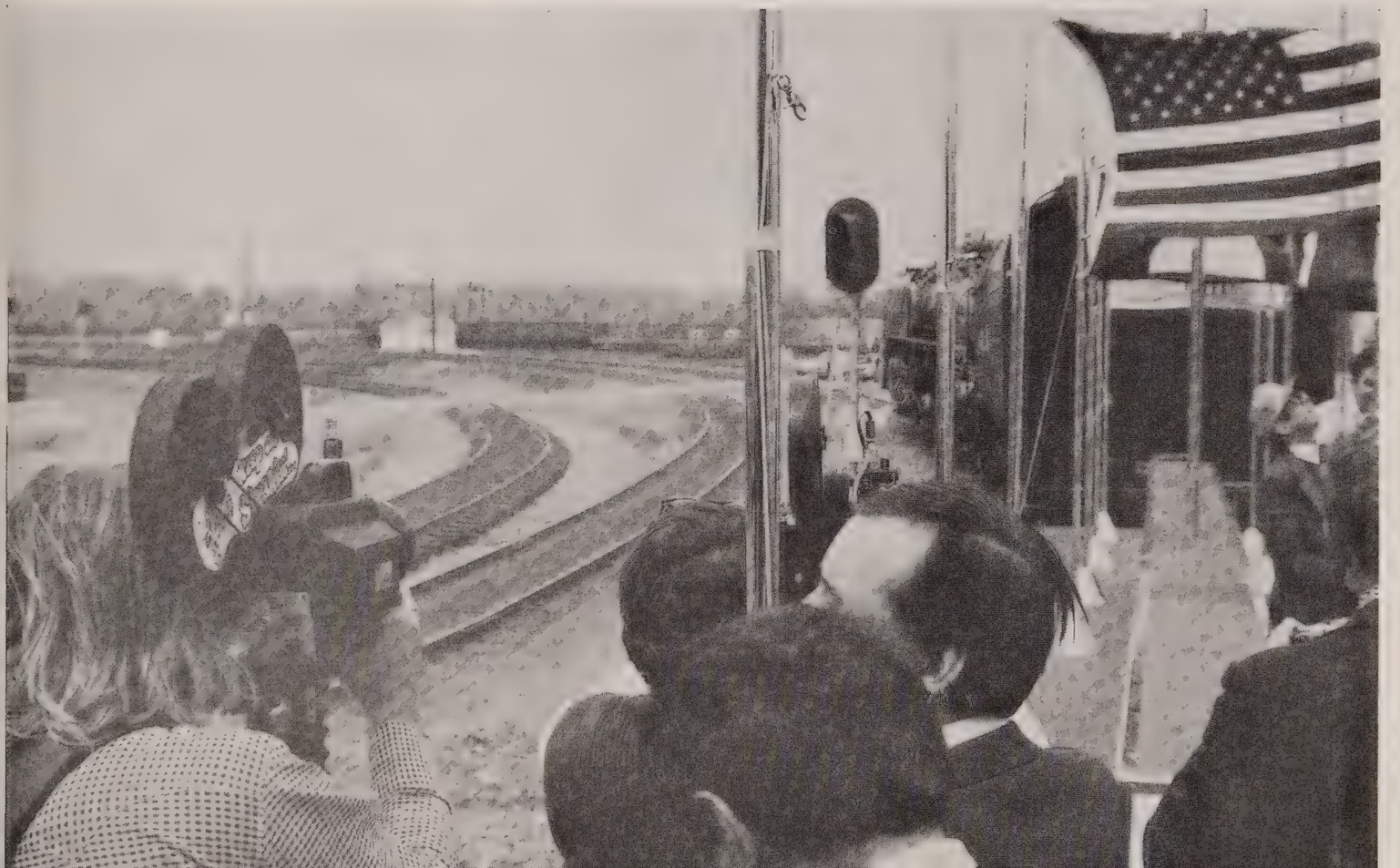
O.A. "Scotty" Durrant, general manager of UP's Eastern District, and my host in his open-platformed car 110, is the son of a section boss. He was born beside UP rails at Echo, Utah, in a house that still stands. Scotty went to work on the section in 1937. In 1938, he tried out as an operator; except for some time as an agent, he's been in the operations end of the business ever since. His knowledge of his district borders on the encyclopedic. If asked, he can give a running commentary on the history of every mile.

Scotty is a professional rail buff. This 8444 trip was primarily an inspection trip for him, but he found time to use his 8mm movie camera. He has a collection of UP films going back as far as the first time he could afford a camera. UP archivists, take heed.

The special continued that afternoon into Cheyenne, for appropriate fanfare and ceremonies at the beautiful 89-year-old, red stone depot. But while the band played and the dignitaries spoke, I obtained clearance to inspect the Cheyenne roundhouse.

Inside were stored 4-6-0 1243, 2-10-

Media shorts unusual angle on moving flatcar leaving Ogden for Salt Lake City, Utah.



2 5511, Challenger 3985, and Big Boy 4023. All appeared to be in fair shape except the 5511; her piston rods had been cut, the pistons apparently frozen in the cylinders. With empty stalls between them, the four engines took up seven stalls of the house. Rumors had circulated for some years that UP some day intended to restore either 3985 or 4023. However, we have recently learned that these two engines will go on display: 3985 in Cheyenne and 4023 in Omaha. The fate of 1243 and 5511 is still uncertain.

APRIL 17th was a big day. Sherman Hill. I took a firm seat behind engineman and 37-year veteran George Steere. Boiler pressure stood at 295, water at three-quarters glass. At 8:01 a.m., the home signal indicating green, Don Short's cab radio spoke. Frank Acord's voice: "Go, 8444!"

With two pulls on the whistle cord, Steere dropped the reverse lever down, released the independent, and eased open the multiple-valve throttle. 8444 barked, shuddered, barked again. The slow cadence picked up and then was briefly interrupted by a slip. Steere caught it with a rapid in-and-back-out of the throttle lever. Rolling, he then made a brief 8-pound reduction on the trainline to test the brakes, holding the independent off. Air test completed, and full tractive effort now applied to her light load, 8444 had us moving through 15 mph sooner than it takes to tell it. The din in the cab was marvelous.

"Blow that whistle! Make her sing!" Acord said on the radio. "Let 'em know we're leaving town!"

Don Short pulled a series of extended bellows that Cheyenne will long remember. The crew called out green signals for track 3, and we stepped through the series of cross overs to put us on the "new line" to The Hill.

1952. Morrison-Knudsen and their 'dozers. E. Roland Harriman. Operating VP Perry Lynch. Chief Engineer Bill Perkins. This, too, is historic ground.

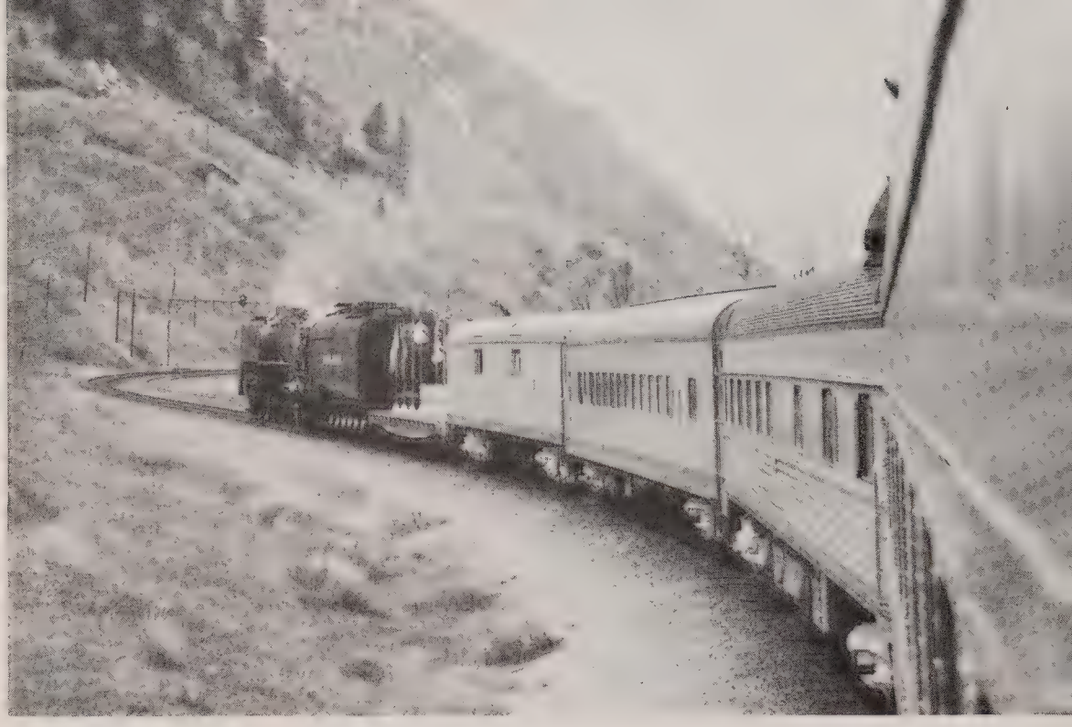
Just before the swing south toward the junction at Speer, Lundholm sanded the flues. "Drop it down in the corner," he told the engineman. At 25 mph, with full cutoff and as much throttle as he dared, Steere had the fire drumming with a deck-rattling roar. Lundholm scooped in the sand through the firedoor peephole, scouring the tubes and flues of accumulated carbon. The re-

Fred Lundholm sees to it that 8444 gets a good drink at Laramie as crowd looks on.

sultant monumental black cloud from the stacks hung in the air behind us like an amorphous blimp.

Steere now set the reverse back near 20 percent cutoff to keep back pressure around ten pounds and set nearly full throttle. The steady acceleration continued up the compensated 0.82 percent gradient. MP 514 — 8:12A, 46 mph. MP 515 — 8:13½A, 50 mph. MP 519 (Speer) — 8:18A, 54 mph. Steere eased off on the throttle a bit. We took the sweeping right-hand curve west of Speer at 55 and charged up the long buck-brush-lined straight to Emkay. Polished vanadium-steel side rods spun at four revolutions a second.

Passing Emkay at 8:25, we entered the series of wide curves and rock cuts to Lynch. The rapid exhaust bouncing off the cuts echoed and re-echoed through the cab. Assigned fireman on this run was Cheyenne resident Bill Davenport. Rather than let Lundholm have all the fun, he took the left-hand seat under the latter's watchful eye. He soon got a good feel for the firing valve, atomizer, and hot-water pump valve. Our pressure kept steady at 290.



High green and a perfect stack not far from Gateway, Utah.

MP 534 (Lynch) — 8:35. MP 536 — 8:37. Speed crept to 58. MP 543 (Harriman) 8:44. UP employes waved. Harriman's old steel water tower, where the Big Boys once drank, loomed like a dark ghost. Company photographers were lying in wait for the special near MP 546. Our speed slackened, then dropped to a walk on a series of high fills and short cuts. To our left, snow-streaked high country stretched for miles; to our right, pinecovered rocks: A good place for a picture.

ON-CAMERA duties concluded at 8:50, Steere invited Don Short to try the right seat. Short lifted the light train by easing the "grapevine" throttle out several inches to get a decent roll and quickly setting the reverse back to about 40 percent cutoff. Then he stood up and yanked the throttle back all the way. The exhaust sounded like the "1812 Overture," complete with cannon. The slowly-turning rods picked up the pace without a slip. Cutoff was progressively shortened, and at 8:53 we steadied at 45 mph. We passed Perkins at 8:56.

Maintaining 45, the 8444 curved up the series of spectacular fills and cuts approaching Dale. At 9:02, we rejoined the old Sherman line at Dale. The engineer resumed his seat. As the summit was topped, he eased off the throttle and set the cutoff at 30 percent. The back-pressure dropped to zero. We plunged into Hermosa Tunnel at 9:05, side windows closed. The blackness was sudden and total, with only the gages dimly glowing. Then, just as quickly, we popped into the sun, leaving a whorl of smoke at the tunnel mouth.

Now 8444 was rolling freely downhill; only the ripple and occasional clatter of her wheels sounded in the cab. Steere maintained 50-55 mph with infrequent light train-brake applications, passed Hermosa siding, swung off down the westbound track 2 toward Red Buttes, and passed that station at 9:17. Five minutes later he called out the flashing-yellow advance-approach signal for Laramie and brought the speed back to 45.

Don Short's radio spoke again. "Stop on the westbound main, just west of the yard office. That's where we'll water."

Our speed fell to 30 past the steady-yellow approach-home signal. Steere eased the flag-flapping string of UP gold-and-gray cars slowly over a crossover to rejoin track 1 and we ambled past Laramie station. Several hundred people crowded the platform and lined the track. A few moments later, at 9:31, a sigh of train-brake air tokened our arrival.

8444 spent that night in Green River and the next in Salt Lake City. She arrived on April 26th, with flourishes, in Spokane at 11:30 a.m. After charming many visitors at the Fair during her six-month stay, she is now back in Cheyenne.

Roll, big engine,
And keep on rollin'!

Bill Wagner adds his annual bit to Yule season with marker lamp.

Editor of NRHS BULLETIN

WILLIAM C. WAGNER

Interesting Railfan No. 147

by Freeman Hubbard

FOUR YEARS AGO, when William C. Wagner became editor of The Bulletin, official organ of the multi-membered National Railway Historical Society — the country's largest railfan group — he realized what a responsible job he had taken on. But Bill was no stranger to it. For several years before that time most of the magazine work had been done by a triumvirate consisting of himself, Alan Hunn, and Lew Hoy. When Alan and Lew dropped out of the staff Bill picked up the banner himself. Soon he was joined by Frank Tatnall, a knowledgeable fan with a flair for good English. Frank whips manuscripts into shape and reads proofs.

Under the new team, things started to happen. The number of in-depth articles increased. Footnotes and bibliographies proved that these articles were based on careful research. Besides the regular contributing fans, college faculty men and graduate students began turning in historical papers. The Bulletin took on new life. It switched from letterpress to photo-offset. The latter printing process (which Railroad Magazine uses) is more modern, more flexible, and more efficient. Letter-press requires a separate metal engraving for each illustration, photographic or otherwise, while offset operates in block units of eight or sixteen entire pages.

"This change greatly improved our photo reproduction," Bill tells us, "thus solving a major problem. It enables us to 'bleed' photos — i.e., enlarge them into the white margins to the edge of a page, showing details better and giving the reader-members a little more for their dues-money. Also, we added a cartographer to the staff to provide additional maps, which help to clarify the articles we publish. As a further improvement, if our budget permits, we'll use more color. Last year," he adds with pride, "we cut eight weeks off our schedule for sending copy to the printer and mailing out the completed Bulletin. This is comparable to a shorter running time for a train."

Bill's overall editorial policy is to balance the magazine's consist between steam and electric operations, between current and past history, and geographically. Such a balance is not easy to maintain when readers limit the kind of material they submit, but he uses occasional reprints from other publications to give his contents a wider variety.

"Usually," he says, "our reader reaction is good. Last fall we conducted a readership survey, in which about 25 percent of the NRHS members participated, as a result of which we are making some changes to be announced later. The responses showed an intelligent and serious approach to our efforts to supply material that railfans desire. Among our problems are a few members who critize The Bulletin but never contribute to it."

Bill's early background was Reading Railroad territory. He was born at Frackville, Pa., on February 28, 1928, The only two "rails" in his family tree were a second cousin, Charles Maurer, and an uncle, Morgan Williams, both Reading employes. Maurer was in train service on the Shamokin Division for fifty years, during which time he did not so much as cut a finger in a rail acci-

Photography by William C. Wagner

Along the old Pacific Great Eastern. Daily meet is staged at a lonely siding on a mountainside north of Lillooet, B.C. At time of photo, daily train ran to Prince George.

dent. But Charlie had no illusions about his job.

"Any man who's worked on in trains for five years," he'd quip, "gets so lazy that he isn't good for anything else."

Uncle Morg was enginehouse foreman at Gordon, Pa., for a 6½-day week. He'd give Bill and his father cab rides back and forth in 2-8-8-2's and Consolidations, while the kid yanked the whistle cord with gusto. Frackville in the 1920s had a double track line coming up the mountain side from the south. To the north end of town was the famous Mahanoy Plane, which, however, closed down when Bill was four years old.

"I remember going through it with my father, who knew one of the watchmen," he states. "The hoisting engines were still being oiled and the row of boilers seemed endless."

From Wetherill Junction, several miles south of town, Pennsy trains had trackage rights over the Reading to Frackville Junction, where they entered their own Shenandoah branch. The PRR's large steel water tank there was much more impressive than the Reading's old wooden one. At the other end of the yard stood another Reading tower, listed on employes' timetables as Head of the Grade. There a mining company had a small enginehouse and loaded its coal into Reading hoppers. This operation went out with the Depression of the 1930s.

Bill rode the last Pennsy passenger train on the Shenandoah branch to Pottsville in the early 1930s.

Soon Reading Transportation buses were replacing Reading trains in that area and continued to do so until World War II. The Schuykill Railways trolleys had stopped running before he was born, but the old track remained embedded on Frackville's main street. On summer nights our hero would visit Shenandoah to see and hear steam-hauled iron ore trains bound for Bethlehem rumble by on the Lehigh Valley. The Pennsy would take them down from Lake Erie to Mt. Carmel. Each one normally had about 75 cars, with two engines puffing great smoke plumes and sounding exhausts like thunder on the head end and three more pushing at the rear: a photogenic combination of Mikes and Santa Fe types.

At that time most Frackville stores were closed one mid-week afternoon each week; on such days Bill's mother went to Pottsville for shopping. His father would park the family automobile near the Pennsy tracks and the boy would watch an 0-6-0 switching the freighthouse. At length a road engine from Mt. Carbon would couple into the southbound cars for the first leg of a trip to Philadelphia.

Crew of Reading 1749 wait at Williams Valley Jct., Pa., in 1949 while a Pacific continues on with a railfan trip down switchback to Lykins. Arch window typically Reading.

Photograph by William C. Wagner

As a high school student, he often spent Saturday afternoons at the end of town looking down into the valley. There he'd watch and listen to trains numbered 5 and 10 going to and from Shamokin; also a through westbound freight, an eastbound coal train with a helper engine (which later returned, running light), a couple of mine runs on and off the Shenandoah branch, and possibly locos chugging between the St. Nicholas yard and the Gordon enginehouse, where his uncle worked as foreman. With such a background, no wonder Bill Wagner is a railbuff and editor of The Bulletin.

In the mid-1946s he began taking photos with a Brownie box camera and rode on his first fantrip, which ran over the Reading Street Railway tracks with an old Oley Valley ex-combine. Later, he journeyed to Duluth, Minn., and rented an auto with the idea of photographing big steam on the Duluth, Missabe & Iron Range. He came upon an ancient trolley car, activated by an engine installed in it, that took DM&IR employes to and from their jobs in the yards. He accepted with alacrity an invitation from the car's operator to climb aboard for a ride.

"As a photographer," Bill informs us, "my specialty is, or was, steam action shots. Since the diesels replaced steam, I have made fewer pictures, these being in color so as to show the paint schemes. Recently, though, I have shown more interest in railroad bridges

and structures. But no matter what you want to shoot on Eastern roads, the effect is likely to be depressing: buildings disintegrating and once-busy tracks weed-grown or torn up.

Bill's home is at 271 Norfolk Road, Warminster, Pa. 18974. On special occasions, two train markers are hung out on the front porch. An original stone sleeper (railroad tie) from the old Philadelphia & Columbia graces the front lawn. At first his wife was a little upset at having a block of stone there, but accepted it graciously when she heard her husband explain its historical significance to friends and neighbors. Physically, Bill would not stand out in a crowd, being 5 feet 9 inches tall, with brown hair and friendly blue eyes. Although clothing manufacturers often change their styles in order to sell more goods, he makes no effort to keep up with the latest fashions.

"It doesn't bother me," says, "if my coat lapels and ties are too narrow for the prevailing mode. I wear them until they are worn out."

Graduating from Bucknell University at Lewisburg, Pa., in 1950, he was drafted into military service that fall and sent to Fort Meade, Md., and then to Fort Campbell, Ky. But instead of fighting in the Korean War, he was shipped to Germany to work in the U.S. Army's finance offices. At that time Munich had a complete trolley system. Bill spent many happy days riding and photographing it and even drew track diagrams of its complicated system. He also traversed and took pictures of the track railway and cable car on the Zugspitze, highest German mountain.

"In those days," he recalls, "I acquired city maps, railway timetables, and schedules of the U.S. Army post bus routes. My reputation as an authority on transportation resulted in my supplying information that assisted in shipping some GI's back to the States. One day, while waiting on a station platform in Switzerland, I met a fellow GI named Lew Hoy, who lived only a dozen miles from my home. This was the start of a long friendship. It led to my working with him later on the Bulletin staff.

Upon being released from the Army, Bill went to work at Chester, Pa., not for a railroad but for the Ford Motor Co. Two years later he switched to a manufacturer of building materials in Ardmore, Pa. At that time he began visiting trolley and railroad systems in and around Dallas, Texas; Richmond, Calif.; Tacoma, Wash., and British Columbia. Also Kansas City, Cleveland, Buffalo, Chicago, Dodge, Iowa, etc.

In 1960 his life took a romantic turn when a pert brunette, Patricia Davenport, who worked for the same company that he did, caught his fancy. Their first date was to a show called "The Green Caboose" at a Philadelphia theater, being the story of a retired trainman who had a crummy in his back yard. Just before their marriage in 1964, his friends threw a bachelor's party for him by chartering a Red Arrow trolley for an evening.

"Bill is a doer rather than a talker,"

Bill's Pat is a patient railfan's wife.
Photograph by William C. Wagner

his wife confides. "He often clips humorous items from newspapers to show me and I do the same for him. Thus we exchange ideas on paper. And he is an ardent gardener, plants beautiful flowers, trees, shrubs, and vegetables."

Patricia is not a railfan, but for years for part of each summer she and her husband have been sharing a cottage with Marge and Lewis Hoy near the Seashore Trolley Museum in Kennebunkport, Maine. This arrangement works out very well. The wives enjoy the beach and do their shopping while the two men stick around the museum to run cars and restore one of them.

"My husband has many interests and much energy," Pat says. "He is strictly a day person—in bed by 10:30 every night, 11 at the latest—has regular habits, is highly organized, self-disciplined, and punctual, and is a neat, conservative dresser. I never have to pick up after him. His weight is the same as when we married. He rarely watches television, except for Masterpiece Theatre. His big hobby is trains: reading about them, riding them, photographing them. He also likes stations, trackside installations, and just about everything else on the railroad."

His household consists of Bill himself, his wife, her mother, and a big and much-spoiled Calico cat named Taffy, which acts as if she owns the place.

"Bill loves the two women," writes Eugene Ott, a Warminster neighbor, "and tells them when it's time to go to bed. They call him a benevolent dictator. He is very methodical, gets up early in the morning, rides to work on a Reading train, and, whenever possible, occupies the same seat he sat in the day before. Bill is generous, individualistic, and conservative. He has fun toiling in his garden and in his garage. The latter looks like a miniature produce field, with some of the largest squash I've ever seen. His upstairs den, ten feet square, is crammed with railroad data, including books and magazines. Don't ever ask him to show you his collection of railroad slides. He has about 15,000. It might take you a week to see them all. He also collects stamps and coins."

For the past six years our subject has been employed as an accountant by the Leasing Division of the First Pennsylvania Bank, handling a portfolio including railroad rolling stock, in which he is particularly interested. He enjoys getting out into the field periodically to inspect that equipment.

"One evening several Penn Central men," recalls Charles P. Turnburke of that bank, "took us to dinner at Gallitzin, Pa., and Bill out-ate the rest of us, winding up with three desserts. That night at Horseshoe Curve we watched a westbound trailer train, which had parted earlier in the evening, get under way again."

According to Richard T. Lane, Jr., of Kennebunkport, Bill's integrity and sense of history make him well suited for editorship of the NRHS Bulletin, an unpaid position.

"Having been on its staff myself," Richard writes, "I can appreciate his thorough efforts to achieve quality in that journal. Aside from reading railroad literature, collecting photos, timetables, etc., Bill is a today-railfan. As an active member of the Seashore Trolley Museum, he spends part of his summer vacation each year working with other members to restore former Lehigh Valley Transit car 1050 of the Liberty Bell Route, and is not afraid to get his hands dirty on the job."

On mild, sunbright November day in 1974 Reading/SEPTA Silverliner passes tower and signals at Jenkintown, Pa., station.

Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

PASSENGER TRAIN SURVEY

Canadian National single unit No. 6785 heading east out of Montreal, Que., Feb. '71.
Photograph by Karl Zimmermann

DIXIE L. HARVIN, age about 23, is believed to be the first female redcap in the U.S. She is employed at the Amtrack station in Orlando, Fla., mostly in the day shift when the Champion and the Silver Arrow arrive from the North and the South. According to Robert C. Hoffman, a boomer railroader of Orlando, she is capable and intelligent and requires no help from fellow redcaps. Dixie is about 5 feet 9, nice-looking and well built, and lives with her husband at 7929 Hampshire Court, Orlando 32807.

The couple had been employed as information and reservation clerks in the Amtrak office in Jacksonville, but were laid off there, due to a cut in the budget, and they both "bumped" into Orlando, where the husband is now a ticket clerk.

FOR AMTRAK, 1974 was a year of expanding services, a nation-wide reservations system, new equipment ordered or delivered, and better on-time performance. The improvement in train time is due in part to 150 new 3,000-hp diesel units, the last 110 of which have just been delivered. This power, along with new incentive-penalty contracts with a growing number of Amtrak's member railroads, finally cut into the problem of late trains. In the final months of 1974 Amtrak trains were reportedly on schedule more than 80 percent of the time, with many in the 90 percent range.

Also, as the new year began, more than 1,035 of the older passenger cars, bought from the railroads, had been overhauled and refurbished. New maintenance pacts, along with stricter supervision by Amtrak inspectors, did much for keeping the cars clean and well maintained. And Amtrak has just taken over Penn Central's big railroad car repair shops at Beach Grove, Indiana. The passenger corporation will use Beech Grove as a central overhaul point for cars from all over its nation-wide system. This gives Amtrak, for the first time, direct control over such major jobs now done under contract by the railroads and outside shops.

The new year is bringing relief for equipment shortages. Four more high-speed, turbine-powered trains are due soon from France to join two others already used in the Midwest. Seven more turbine trains based on the French design, on order from an American firm, will be built in Georgia. And the first of 282 new, stainless-steel, nonpowered Metrolinertype cars are being constructed in Pennsylvania for delivery this spring. Amtrak also is eagerly awaiting delivery of the first of 26 new 6,000-hp electric locomotives to haul its trains over electrified tracks in the Northeast.

Bids have been submitted by three U.S. manufacturers to build the first new all-Amtrak doubledeck passenger car. An order for at least 200 of these is expected early this year, including sleepers, coaches, and combination coach and food-service cars. When delivered sometime in 1976, the new "bi-levels" will pull medium-and long-distance trains outside the Northeast.

The new equipment is urgently needed. During 1974 Amtrak, at the direction of Congress, added two new routes to its national system: One, the Inter-American, runs three times a week both ways for more than 1200 miles between St. Louis, Mo., and Laredo, Texas. The other train, The San Joaquin, runs daily between San Francisco, Oakland and Bakersfield, Calif., with bus connections to Yosemite and Kings Canyon National Parks.

Even more trains were added by cooperative agreements with several states. With two thirds of the operating losses paid for by the states involved, new daily trains began operating 1974 between Chicago and Dubuque, Iowa, and between Chicago and Port Huron, Michigan. Also between New York and Montreal via Albany, between New York and Albany, and between New York and Detroit across southern Ontario. As the new year began work was nearly complete for additional state-subsidized service between Detroit and Jackson, Michigan. The new services added 1,882

route miles to Amtrak's system, bringing the total to 24,315.

At the direction of the Secretary of Transportation, Amtrak plans to begin in March a new daily train between Norfolk and Cincinnati, with through car service to Chicago, in addition to a new Boston-Chicago train. With the new trains came new refurbished stations. These include locations like East Lansing, Flint, and Port Huron in Michigan; Dubuque, Iowa; Lima, Ohio; Rockford, Ill.; and Fort Edward, Saratoga, and Plattsburg in New York state. Contracts have been let or designs readied for new or rebuilt depots in Richmond and Roanoke, Va., and at Bluefield, W. Va., and Catlettsburg, Ky.

Amtrak's nation-wide, toll-free information and reservation system went into full swing last midsummer. As 1975 began more than 900 trained reservations clerks in five regional centers around the country were handling an average of 60,000 phone calls a day. Last year the new system handled 18 million calls and the average time for each one has been cut from 6½ to 3½ minutes. Amtrak's passengers are finding fewer mistakes in reservations and better use of train space.

Amtrak's board approved spending $21.6 million to upgrade track between Boston and New York, with more money to be spent later on the Washington-New York section of the Northeast Corridor. The first actual construction involved repairs to a drawbridge at Old Saybrook, Conn. And last year Amtrak hired 3,674 new employees – making a total of over 8,000 now on the payroll — after signing contracts with seven labor unions.

But not all Amtrak news is favorable. One of the world's most famous trains, the Broadway Limited, carrying 430 passengers on its run from Chicago to New York, was derailed on December 28th at Thompsontown, 40 miles west of Harrisburg, Pa. Thirteen of its 17 cars jumped the track. None were overturned and there were no serious injuries.

"AMTRAK'S Floridian stops at a very humble passenger shelter at Seaboard Coast Lines's yards in Valdosta, Ga.," writes Al Langley, Jr., one of our Interesting Railfans, Rte. 1, Box 64-A, North Augusta, S.C. 29841. "Due to four approaches of the old Atlantic Coast line at Waycross, the former Southwind also stopped at Oklahoma Avenue, about a mile from the main station. Four lines converge at Waycross: the routes to Atlanta, Montgomery, Jacksonville, and New York (via Florence). Oklahoma Avenue is only a "bus stop station," but Waycross is a great railroad town with major locomotive shops."

DAVID S. MARSHALL of Dayton, president of the Ohio Association of Railroad Passengers, says Amtrak "has made fantastic improvements recently in its James Whitcomb Riley passenger train service." The Riley operates daily between Chicago and Washington, D.C. stopping at Muncie, Richmond, Cincinnati, Ashland, and Huntington. OARP cites the main reason for the improved service is the new routing over the Chessie System between Cincinnati and Chicago. Late in September Amtrak added local stops at Richmond and Muncie.

"Few people know about the new routing and the new station stops," Marshall continues, "but passenger loads have increased steadily at these stations. The train is fast becoming a popular way to travel along this route. On most days it carries a vista-dome car. Even at night, to view the passing moonlit countryside from the darkened dome is a unique travel experience."

The Ohio group has prepared an informational folder about the James Whitcomb Riley with maps to help people find the stations in Richmond and Muncie. Copies may be obtained from OARP at P.O. Box 653, Xenia, Ohio, 45385. The Riley is still an all-seats-reserved train. This information comes from the newsletter of the National Association of Railroad Passengers, 417 New Jersey Ave., S.E., Washington, D.C. 20003. (Info on NARP membership is available from that address.)

BECAUSE its Polar Bear Express was overburdened with 800 to 900 passengers a few mid-week days in 1974, the Ontario Northland will limit its daily-except-Friday run of 372 miles to 600 persons. This ensures comfort for passengers on the 12-coach train and will no longer overtax facilities at Moosonee, the train journey's wilderness end on James Bay in Ontario, Canada. The Express carried 40,100 holi-

ly turned into a museum. More than $2,000,-
ly turned into a museum. More than $2,-000,000 has been allotted in county funds and grants to complete the project.

Bay, a four-hour trip. The 1975 season will run from June 15th to Sept. 4th.

THE MILWAUKEE ROAD charges a one-way fare of only $1 for senior citizens riding any of its non-rush hour commuter trains on weekdays or any of the trains running on Saturdays, Sundays, and holidays. The special rate applies for an experimental 90-day period which began December first. It may be extended if it is popular.

SOUTHERN is continuing its two passenger trains which in 1974 accounted for over 90 percent of its total passenger volume and revenue. Its Southern Crescent provides sleeping and coach accommodations between Washington and New Orleans, with through sleeping cars between New York and Los Angeles through Amtrak connecting services. This service is presently operated on a daily basis between Washington and Birmingham and a tri-weekly basis between Birmingham and New Orleans. Patronage between Washington and Atlanta justifies the daily service, but the ridership between Atlanta and Birmingham doesn't. The other train, the Piedmont, runs daily between Atlanta and Washington.

PENN CENTRAL has petitioned the Maryland Public Service Commission and the ICC for authority to increase commutation fares by about 25 percent on four trains it operates between Baltimore, the District of Columbia, and intermediate points. This service, unlike that provided by PC in other metropolitan regions such as Philadelphia and New York City, is operated by the bankrupt railroad without financial aid from any local, state, or Federal agency.

Rail commutation service to and from Penn Central's station at Elwyn, Pa., one mile west of Media, was dramatically increased on December 9th when a new, free-of-charge parking lot was opened. Construction of the 200-car capacity parking lot was funded by the Southeastern Pennsylvania Transportation Authority as part of a Federal grant.

The Grand Concourse of St. Louis's Union Station, where hundreds of thousands of travelers once thronged daily, now echoes to the footsteps of a relatively small number of Amtrak passengers. The station and the 50 acres that stretch south from it, have been bought from the Terminal Railroad Association for $2.5-million by a Florida businessman, a local banker and a Colorado lawyer who have plans for multi-use development. The partners pledged not to disturb one stone of the stations imposing facade.

Union Station, opened in 1894, typifies the eclecticism of American architecture then. Handsome as it is, the building is in no way an expression of its function, but rather a poetic adaptation of a French Medieval walled city. The steel used in its construction is buried behind the massive rusticated stone.

The owners are looking for a developer to carry out their plans for construction of housing and offices behind the station and refurbishing the edifice itself. Railroad Magazine had an illustrated feature on this station in Feb. '47 and a separate article on its most famous stationmaster in April '47. Both were written by Freeman Hubbard.

ARCHEOLOGICAL excavation and restoration have begun on 143-year-old B&O station in Ellicott City, Md., the nation's oldest railroad terminal. The building will be restored to its original design and eventually turned into a museum. More than $2,000,-000 has been allotted in county funds and grants to complete the project.

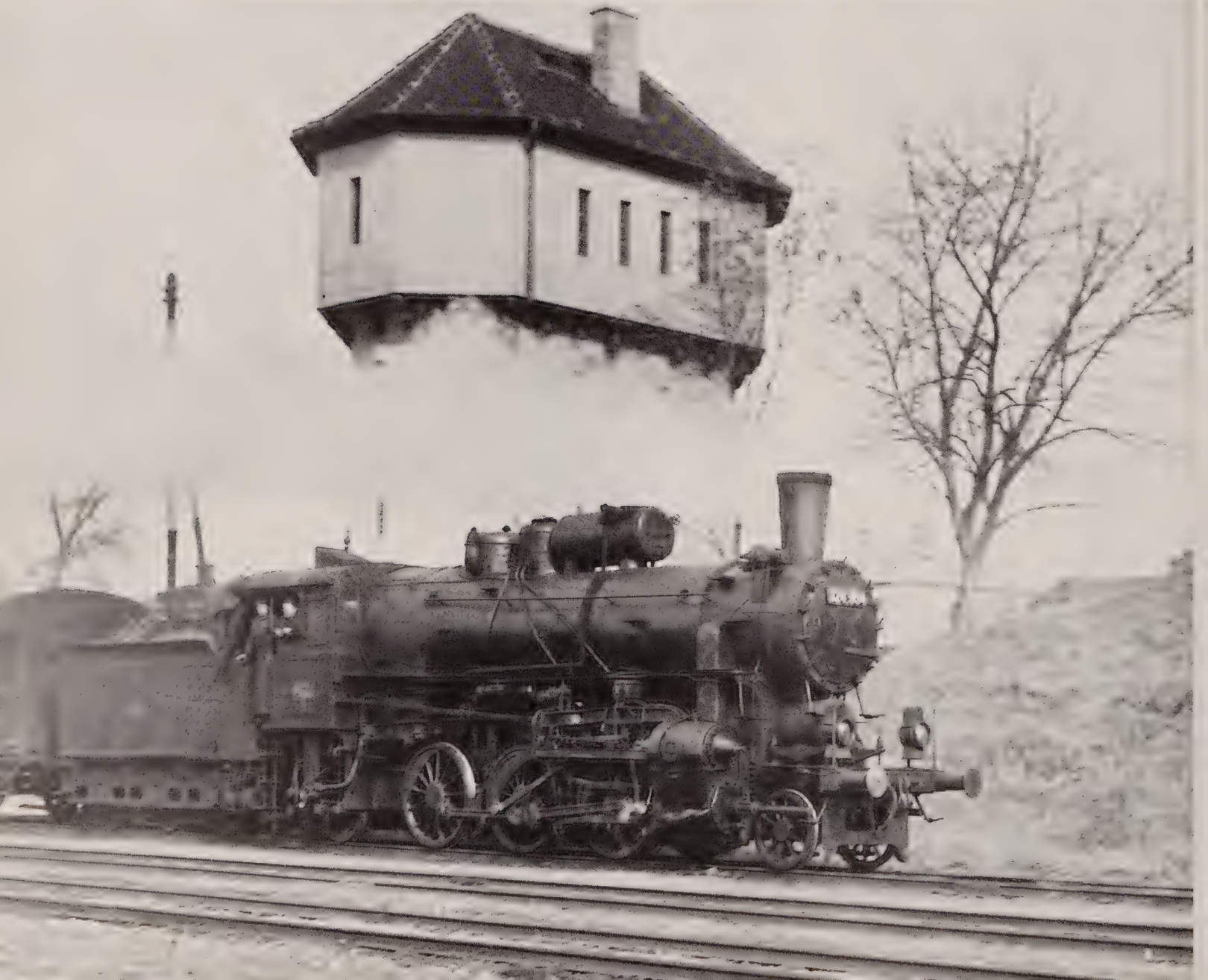
FIRE swept through the fashionable Union Station Restaurant in Lockport, N.Y., gutting the building which had been renovated from a disused New York Central railroad depot in 1971. Loss is expected to exceed $300,000. "Your January '75 issue told the history of this edifice," writes William F. Pritchard of Lockport."

Steam Power in Hungary

Hungarian State Railways 4-8-0 No. 424.215 highballing westbound from Gyor, Hungary.

Four photos made in Oct. '72 by Ron Ziel, Box 433, Montauk Highway, Bridgehampton, N.Y. 11932

HSR Prairie No. 324.934 ready to leave on local passenger train from Kisber, Hungary.



Big 4-8-0 No. 424.144 hauling eleven coaches at Veszpremvarsany on Hungarian system.

All four photos from "Twilight of World Steam" by Mike Eagleson and Ron Ziel

HSR 2-6-2T 375.688 pulling local passenger train on secondary line at Nyul, Hungary.

"Beauty and the Beast"

Patti Yarbrough wonders if this sign in her Plant City, Fla., hometown includes locos SCL U18B 328 and GP-7 878 idling on September 15, 1974.

Photograph by William T. Morgan

328
328
SEABOARD COAST LINE
RAILROAD

Madeleine de Sinety Depicts
FRENCH COAL BURNERS

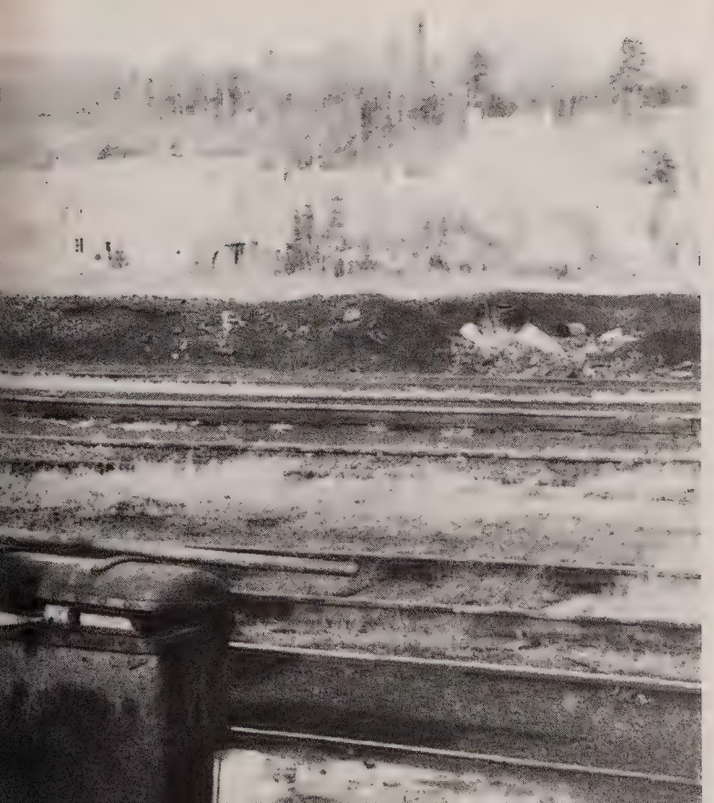
Like the Bengal tiger and the Javan rhinoceros, the French steam locomotive in regular service is an almost-extinct species. It has all but vanished from the big French National Railways System, as our readers know, thanks to Madeleine de Sinety who has covered the demise there. And now, Madeleine has found a hidden sanctuary, a privately-owned branch line, the CFTA, where four survive at Gray about 30 miles from Dijon, capital of Burgandy. All of them are British-built 2-8-0's and were brought over at the start of WW1 to haul artillery on the Western Front, proving highly successful.

CAPTIONS BY DANIEL BEHRMAN

On the tracks behind 140-C-22, a mechanic, Alain Busson, steam-cleans the loco block of a 6-cylinder 300-hp diesel. Two of these motors will go into regular CFTA diesels.

All photographs by Madeleine de Sinety

To get at the tubes, the shop had to drop the level of water in the boiler of 140-C-51. She was no longer under pressure, but water was still hot from the night before. Madeleine grabbed this shot of the water cascading from cab and onto track.



Another view of the waterfall scene gushing from the cab of CFTA loco 140-C-51.

No. 140-C-22 stands cold outside the shops at Gray. She will be fired up again when one of her sisters needs overhauling at this last steam repair facility in France.

A shopman saws wood down to firebox size for kindling. These engines run on French coal, much more dust than heat, and the firemen have to use briquettes for pressure.

STEVE MAGUIRE'S

TRANSIT TOPICS

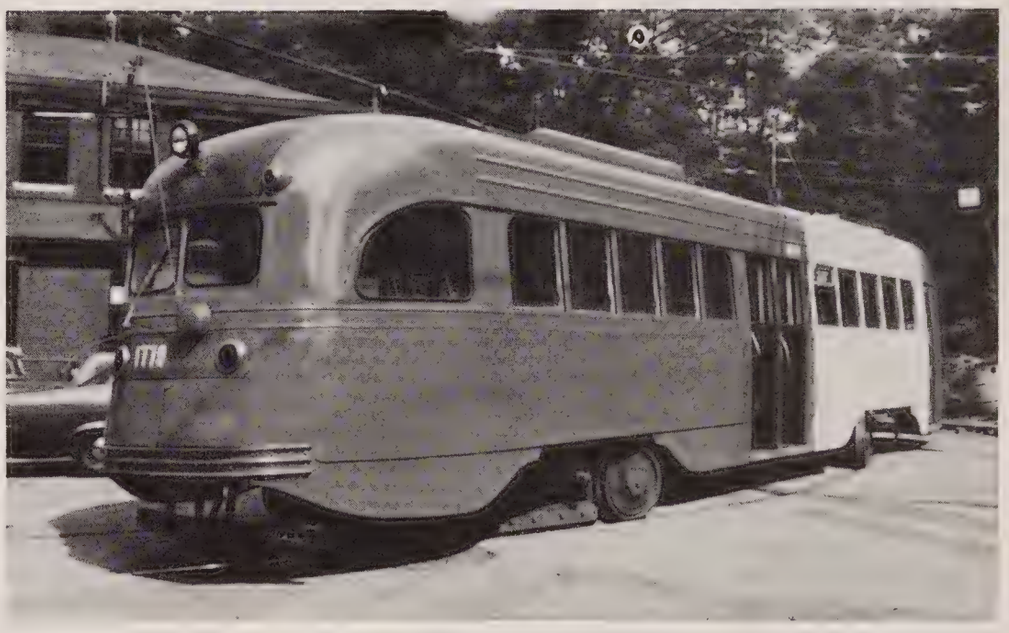
IT LOOKS as if Silverton, Colo., will get a trolley line, but we don't know when. Donald Stott's application for building and operating a two-mile service known as the Silverton Street Railway Co. has been unanimously approved by the town's City Council, he tells us. However, the date for carrying out this project is still in doubt.

"I hope work on the line can begin this spring," he says, "but it may be two years before the trolleys are actually running.

Stott is a Philadelphian who moved out West three years ago to save the Grand Imperial Hotel in Silverton, which had been scheduled for demolition. He is devoted to Victorian architecture as well as railroads. He did restore the old hotel and would have a spur of his proposed trolley line connect with it. His request for the franchise was probably the first application of its kind anywhere in this country for more than fifty years.

Silverton has a population of only 850, but some hundred thousand railroad passengers arrive there each tourist season on Denver & Rio Grande Western narrow-gage steam trains, which run the 50 miles between Silverton and Durango. In addition, it is estimated that at least four times as many people travel to the little town by automobile. Stott tried twice to buy the narrow-gage road, but was rebuffed each time. He aims to build a trolley line around the perimeter of Silverton, with a spur to his hotel.

"Such a line could make money," he told the town fathers," especially during the summer months, and could probably earn a few dollars in winter also. Residents would be likely to ride it in bad weather."



(Top) Port Authority of Alleghany County 1779 shown in Pittsburgh, Pa., with first double-ended PCC remodeled job. Orange and cream colored 1779, showing rear view as converted for double-end operation of a PCC trolley car.

Stott has written to various museums and other possible sources of old streetcar equipment. He'd like to buy cars, track, poles, overhead wire, etc. The promoter is also toying with the alternate idea of having new equipment built but with old-style appearance incorporating the latest technology. He has advertised the project locally and is considering various means of financing the project. His address and that of the proposed Silverton Street Railway Co. are 8602 Montebello, Scottsdale, Ariz. 85253.

WINDER, a rural Georgia town some 50 miles out of Atlanta, has about 300 employees of Rohr Industries, some of them former aerospace engineers, who are busy at work building the first 300 rapid transit cars for the new Metro line for Washington, D.C. For 15 years the Rohr factory there was a jet engine assembly plant. Now the spacious steel structure is filled with bodies of transit cars for the Washington Metropolitan Area Transit Authority in all stages of assembly.

The plant has 22 different stations where each car gets different components. The side walls are added at one point, roof assemblies at another, undercarriages at still another, etc. Rohr engineers term such construction "semi-monocoque." This means that the side walls form part of the structural support of the cars rather than the conventional heavy frame covered with a lightweight skin.

This technique, which Rohr used for aircraft assembly, keeps down the weight of the cars while it provides full strength. WMATA engineers and consultants put a premium on lightweight cars at the time bids were asked because each extra pound in weight requires more electricity to run the car over a 30-year lifespan.

Each Metro car is 75 feet long, 10 feet wide, and 10 feet 10 inches high. The body is built of natural brushed aluminum extrusions with no visible rivets or fasteners. Each car will seat 80 persons, with 94 standing. These will be fully air-conditioned, as will all underground stations.

The trains will operate in semi-permanently linked pairs, with eletronic control equipment in each cab so that additional

Section of Philadelphia's elevated railway above trolley line into subway at 30th and Market streets, as viewed in 1948, was removed long ago.

Melbourne Tramway & Omnibus Co. and trailer was first cable car in Australia in '85. William E. Benedict, 1645 Beach St., San Francisco, Calif. 94123

cars can be added on quickly. This avoids costly switching and additional down time required to make up trains with engines and passenger cars as in conventional railroad operations.

After the cars are assembled they receive static testing then there are runs on a ¾-mile test track outside. Here the ride characteristics of the vehicle are tested for braking speeds, distance, etc. Then, the cars will be shipped to Washington.

TROLLEY VALHALLA museum may finally have found a permanent home, after having to vacate former locations at Tansboro, Jobstown, and Medford, all in New Jersey. It is now moving to Buckingham, Pa., seven miles south of New Hope in Bucks County, and is building a 2½-mile trolley line along the tracks of the New Hope & Ivyland R.R. from Buckingham to Wycombe, Pa., we learn from Bruce Russell.

Trolley Valhalla is being assisted by the New Hope & Ivyland line. NH&I president McHugh was provided equipment to help erect poles and wire over his road's tracks. The new overhead must be erected high enough to clear all boxcars that are run on the track. The NH&I is a common carrier and hauls freight as well as steam passenger trains. Trolley Val hopes to have its trolley line operating this year to connect with the steam trains. Most of the TV museum trolleys are wide-gauge. Their trucks have to be adjusted to standard gage before they can run on the steam railroad tracks.

LOS ANGELES COUNTY voters, for the second time in four years, last November defeated at the polls a plan for rapid transit. The newest plan proposed a 145-mile network of transit lines but did not specify a rail system in particular, as did the 1968 project that also was defeated. Thus, for the near future, the entire area will have to rely on buses of the Southern California Rapid Transit District. Which means that most everyone will continue to use their own autos for transportation.

THE LINDENWOLD High-Speed Line is never expected to reach Washington, but its influence will. This is due to the fact that Port Authority Transit Corp. personnel have been teaching Washington Metropolitan Area Transit Authority personnel the techniques of running modern, highspeed, rail transit trains.

Six WMATA train operator supervisors underwent a three-week course at PATCO in preparation for the opening of the capital's own mass transit system this year. Ground was broken late in 1969 for the 75-mile system, which is planned to reach into Virginia and Maryland. The first 4½ miles of the 25 miles now being built in downtown Washington will be ready for use this year.

SOUTH SHORE LINE'S former interurban passenger terminal at South Bend, which was last used in July, 1970, has been torn down, laments William Jarozewski, 2123 W. Roger St., South Bend, Ind. 46628. After the company had cut back passenger service from downtown South Bend, the building, a landmark for traction fans who rode the last U.S. interurban line and into out of South Bend, had been used for a few political rallied and then became vacant. Wreckers demolished it in a day's time.

The South Shore Line also has abandoned its trackage in the outlying portion of South Bend from Colfax and LaPorte Avenue westward to its present station at 2700 West Washington Avenue. The trackage on Orange Street and Colfax Avenue, once removed, will allow construction of a motor traffic connector link to downtown South Bend.

EVEN THOUGH the $11.8 billion mass transit bill signed by President Ford late in November is far from adequate for present transit needs, it is significant that for the

Photography by Stephen D. Maguire

SF Muni car at Boeing Co. in Ridley Park, Pa., in 1974.

New Hope & Ivyland train stops at transfer point for new trolley line at Buckingham, Pa. Car 26 was once part of N.J.-based Trolley Valhalla operation, which, unhappily, never got off ground. In background a carbarn and generator house will be located.

Bruce Russell, 33 Lorraine St., Glen Ridge, N.J. 07028

first time cities can now get Federal funds to help pay for rising the costs of operating public transportation systems. For some years the Government has been providing sums for capital improvements of such systems, but now, for the first time, there is a recognition at the Federal level of the need for preserving and expanding public transportation. To qualify for funds for operating assistance under the new law, a city or urban area would have to provide a 50 percent contribution, or $1 for each $1 of Federal aid.

BOMBAY, India, is the center of a suburban electric railway system having six different lines out of the city, all operated by Indian Railways reports Bruce Russell, 33 Lorraine St., Glen Ridge, N.J. 07028. Equipment was built in 1956, the cars being of simple, heavy-duty, multiple-unit design. During rush hours they run in 10-car trains operating on headways of about two minutes apart. Passengers "packed like sardines", often lean out the open side doors for ventilation. Each fifth compartment is reserved for women only, to prevent their being handled roughly by the crowds.

Comparing these cars and their almost 100 percent performance with the latest in America's modern rapid transit designs, Bruce feels that we in the United States have unwisely built transit equipment with so much sophistication that unreliability results. For example, he says, Metroliner performance brings 15 to 20 percent of the cars out of service at any one time!

In the U.S. some subcontractors add complex features to what should be a simple electric passenger car. When breakdowns occur, it is often no simple task to solve the problem.

Mr. Russell's final observation is that "an air-conditioned, chopper-equipped, 120-mph multiple-unit car is of little use if it gets you to work late because of a breakdown."

We'll be interested in other readers' comments on this.

Harry Ebert, 2745 Yonge St., Toronto, On. M4N 2H8, Canada

The Canadian National Postal Museum recently issued five commemorative postcards honoring transportation of the mails in Canada. Among those selected was No. 1 of the Ottawa Electric Ry., Ottawa, Ont., with the royal mail.

"I WAS privileged to ride as a guest on the first official subway train operated over the new Metropolitan Area Electric Subway route in Seoul, Korea, last August 15th," writes Marvin M. Meerse, 215 W. Columbia Ave., Belleville, Mich. 48111. "On completion of the round trip from City Hall to the suburban station at Cheongryongri, I was interviewed by the Korean Radio and TV Broadcasting System, my interpreter being Joe Soon Song, a young Korean student whom I am sponsoring at the University of Wisconsin.

"The line is more than a subway, for in addition to the newly-opened route, three electric surface interurbans also are brought into it. These are a 26-mile line from Incheon, a 25-mile line from Suweon, and an 11-mile line from Seongoug. All three link satellite cities and towns with the capital city of Seoul and its six million population.

"Equipment on all four lines is identical and was built in Japan. There are six-car trains every ten minutes and additional ones in rush hours. Trains will soon be lengthened to ten cars. Already 13 percent of Seoul's bumper-to-bumper bus and taxi service has been eliminated. There are few private autos, as gasoline is $2 a gallon! Within the next two years another four subway routes will probably be in service in Seoul."

Yakima, Wash., Valley Transportation car 1776 was chartered Oct. 27, '74 by Pacific Northwest Chapter, NRHS, for a fun day of trolley riding. (Top) Interior view of 1776 shows members enjoying trip. (Above left) Car at end of line at Wiley City, Wash., and at right ex-Portugese trolley makes photo run-by not far from Selah.

Top and left photography by Charles W. Storz, Jr. Lower right photograph by Irving G. Ewen

We understand that a new subway, fully automated and centrally controlled, was opened in 1973 in Pyongyoug, North Korea. Perhaps some reader can tell us more.

WARSAW, Poland, may eventually have 1982 — a north-south line from the city fell through time and time again because that European country seemed always about to be invaded by its neighbors to the west and east, and often was. Now, with a future peace somewhat assured, plans for the subay are progressing. It is hoped to have the first 15 miles underground running by 1982, A north-south line from the city center to Ursynow-Natolin, an industrial suburb to the south, is being developed

TWO OHIO TRACTIONS, by Richard and Birdella Wagner, 40 pages 8½x11", with soft cover and stapled binding, $3.75 from Trolley Talk, 59 Euclid Ave., Wyoming, Ohio 45215 (Ohio residents add tax).

Unless you are a serious devotee of interurban lines or a longtime resident of the Cincinnati area, you probably never heard of the Lebanon & Franklin Traction Co. or the Miamisburg & Germantown Traction, both relatively short traction lines a few miles north of Cincinnati. The L&F connected with the Interurban Railway & Terminal Co. at Lebanon and ran ten miles to Franklin, where it connected with the Cincinnati, Dayton & Toledo line between 1904 and 1918. The M&G ran from Germantown for five miles to Miamisburg, where it connected with the Southern Ohio Traction. It lasted from 1901 to 1919; but after 1914, when a bridge washed out at Miamisburg and left one car stranded, it contined to run using only that car, No. 14. We were amazed to learn that the single car was able to keep running on the isolated line for so long a time. Photos of the equipment of these lines are few, but some appear in the book, along with current views showing the area traversed.

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

MOUNTAIN TIME

by Harry Bedwell

(Part 2)

Harry Bedwell, Southern Pacific operator, at work in depot waiting room at Santa Susane, Calif., on October 31, 1947.

COALOIL was in sight, and there was a lot of activity about the lonely siding. There should have been only two green switch lights to mark the spot. Instead ominious splashes of red confronted them. Lanterns twinkled all around and, further along, a headlight pointed the other way.

That hay train was in trouble. Her engine had developed leaky flues that had grown worse as the hogger beat her over the grades, trying to get her in at Coaloil out of the way of traffic. But the engine had stalled and a good deal of her hind end still hung out on the main track.

The sudden emergency didn't demoralize Pete or affect his technique. He slammed the throttle against the boiler-head and nipped her with a tentative eight pounds of air — on pure conjecture. The best judgment wouldn't tell him how the cranky brakes would respond, and he was all set to modify his surmise if wrong.

The brakes were reluctant to take hold. Pete reversed her and sanded, his tolerant eye measuring the diminishing distance between his pilot and the hay train's marker lights. Drivers howled, threw sparks, and blistered sand. Cars crowded and jostled impatiently. Pete sizzled more air and the brakes began to take hold. He grabbed the whistle lever.

A pair of lights, red and white, detached themselves from the others and floated toward them, swinging wildly. The hay train's brakeman had been "drawbar flagging," and the whistle had jarred him into frenzied life. It also shattered Hank Wheeler's frozen concentration on impending disaster. He yelled like a scared Ute Indian, fell into the gangway, and went down the ladder. As best he could in dust and darkness, he picked a place to land, and unloaded.

Mel knew that the landscape along here was precipitate and jagged; so he decided to remain.

The hay train's engine began to bellow like an old bull caught in barbed wire. The slack came tearing out, skipping along the train in a growing rumble and crash. When the runout hit the caboose, it seemed to jump three feet off the rail. The hay train began to move.

There was nothing violent in Pete's operations. He seemed to be in a trance, and rode her as if he eventually expected this galloping evolution to work out. He appeared to be trying to prevail upon the 710 by sorcery and was mumbling incantations.

The hay train's flagman stepped out of their way and swung his lanterns. He yelled. He was likely cussing a blue streak. The payoff was here and now.

They rocked over the points into the siding. But no one was at the switch to close it and let Number 72 go by her down the maintrack. Likely the skipper had wandered up ahead to try to tell the hogger how to fix his locomotive. The 710 ducked into the siding.

SHE rooted the hay train's caboose with a wham that bounced clear across the High Divide. Then, grunting and twisting at the impact, she sat back on her smoking drivers. The hind end of the caboose seemed to hop off the pilot and stagger for a car-length before it stopped.

"That was pretty close," Pete beamed.

Back in the caboose, the Clinker had remarked Pete's excessive speed and complained about it to Dodd. "What's he in such a hurry for? He's exceeding speed restrictions."

"Pete's absent-minded," the skipper explained sourly. "His thoughts, such as they are, go wandering off and he just winds her up and lets her ramble."

"Maybe a flock of brownies would improve his train of thought."

When Pete first applied the brakes, the Clinker reckoned the hoghead was merely slowing to a legitimate speed. But the wild whistle worried both him and the conductor. They got up and made for the rear platform. Before they reached the door, Number 72 collided with the hay train and came to an abrupt stand.

Both were knocked off balance. They grabbed each other and went reeling in a dizzy waltz. The skipper was flung against the wall first, thus making a cushion for the Clinker when he struck.

"That throttle-jerker," the skipper howled, "has tried before to paint me on the walls of this crummy; and I've got in practice, so I kind of know how to hit and ricohet. Then you catch me on the first bounce and try to plaster me into the woodwork. And I got no time to recuperate before I have to grab a cou-

ple of lanterns, some track guns, and fuses and chase back to keep any following trains out of our kitchen door. You'd better bring Mel back here to do the flagging like the book says."

"I wish that sawed-off son of a bitch was in Connecticut. Just one redheaded carhand will jinx your whole railroad. He went forward. Pete chewed gently and beamed on him from the gangway of 710.

"Not a drawbar did I get," he repeated, "but I bet you I got some flat wheels. Mebby even drivers."

"Wasn't you taking them curves faster than the speed limit allows you?"

"No-o-o," Pete reflected. "I was just about right. I got it about thirty miles when I checked my watch against the mileposts."

"I clocked you by the telegraph poles," the Clinker snapped, "and you was doing fifty on twenty-five-mile track."

"Mebbe my watch is off. After now, I'll get the time from Mel."

"And there ain't room on this siding for both these trains to clear," the Clinker pointed out bitterly. "We'll have to seesaw the next ore train by us."

He tramped on to the hay train to gather additional evidence on which to issue more brownies.

A RAMSHACKLE figure limped in and out of the night. Handling himself with great care, Hank Wheeler climbed into the cab. When he unloaded in the face of those forbidding red lights, he'd taken a sprawling toboggan down a rocky embankment to the very edge of the precipice. He was black and blue in a number of places and entirely dissatisfied with conditions on the Monte.

"Look," he invited defiantly, "all bets are off. There won't be any more. Gambling is prohibited till we get to the end of this run. I ain't gonna have my neck broke over a small wager."

"Yeah," Mel cried with delight, "but that don't prevent Pete from paying up the one he lost. Come on, old-timer, and dig me up a four-bit piece."

Pete considered whether he could abrogate the bet, claiming an act of God. He wasn't sure what such an act consisted of, but it was mentioned on the Monte's shipping receipts and they used it in refusing to pay claims. It might work.

"You let Pete be," Hank intervened. "He can't think of more than one thing at a time, and very little of that. You get his mind off his business and he'll drop us all into one of these nice, deep canyons. Look what he's done already!"

"Yeah, but we got to get eating money somehow," Mel persisted. "We haven't et since before we went in that saloon in Denver last night, and right now I'm feeling the pangs of hunger."

"Yeah." Hank jeered back, "but I'd rather have my faculties to eat with, and delay a meal or two, then to wake up and find myself dead, with beefsteak smothered in onions ready to hand."

"I still don't like to fast." Mel sulked.

Hank unjoined himself from the fireman's seatbox and shook a finger at him.

"You lay off that promoted bakehead," he warned. "We're going to tend strictly to railroading from here on in to the terminal."

Mel glanced at Hank Wheeler, battered and bleeding and morose, and lapsed into moody silence.

The stars made cold diamond points above the rims of peaks. Something popped, like the snap of a finger. A faint, frosty crackle ran through the crisp air. Mel could feel the bite of it at the end of his nose. Winter was on the move, coming down from Canada — bitter winds and stinging sleet.

Two-three days ago he'd been affluent and the future had looked just right to his specifications. But not now! The best he could hope for was more rugged months rollin' 'em among the crags. Even that was uncertain. He knew damned well that old Clinker was designing a snide account of his actions to take to the G. M. But the more immediate problem was grub. And Hank wouldn't even let him collect the four-bits from Pete that'd buy them pie and coffee. Life sure had got itself in a hell of a shape!

THEY SAWED the hay train, an ore train, and Number 72 — mixed merchandise — out of the jam at Coal-oil, and then the three trains continued on their circuitous ways over the breath-taking muleshoe curves and switchbacks of the Monte Short Line.

Clinker Ward, the trainmaster riding Number 72, had been downright punitive about the whole affair. He had ordered a hearing in his office at Silverton on the morrow, and Mel Hatch could see that the trainmaster had a hatful of brownies he meant to slap on.

But it was the other way around with Dodd, skipper of the 72. That man had a grievance. He was sore and short-tempered and he snapped at the Clinker when they'd settled in the caboose.

"You make Mel Hatch, my parlor man, ride the smoky end," he raved, "So he can show the new brakeman the road. That leaves me to close the switches when we pull out, and flag when we stop on the main track. I got promoted out of that kind of work fifteen years ago."

The Clinker grunted moodily.

"Besides which," the skipper burned, "Hank Wheeler, that new man, is a boomer from all over the damned map. Mel Hatch ain't scarcely dry behind the ears yet, and he couldn't show Hank nothin'!"

The Clinker muttered irritably behind his granite facade.

"Mel Hatch!" he moaned. "Any redheaded stinger'll jinx your railroad, but that sorreltop draws trouble like a powerful magnet. I wish he'd fall into the river and more than half drown."

Meanwhile Number 72 clanked and snorted through the dark, her headlight probing precipitate walls and breathless depths.

Up front, on the smoky end in the cab of the 710, engineer Pete Pederson bounced gently on his seatbox. Pete was a confirmed optimist, and not even the hind end collision and the saw he'd just encountered, had darkened his blithe spirits. Nothing had gone on the ground, all trains were moving again, and the world was clothed in all its brighter aspects.

Hank Wheeler, the new carhand, had his ramshackle length draped disconsolately over the fireman's seat. He'd joined the birds just prior to the collision and his resultant injuries still pained him. He followed the wanderings of the headlight's beam without a trace of enthusiasm. In fact, the more he saw of the Monte, the better he liked it everywhere else.

Mel stood in the deck beside the hogger, brooding over the wager with Pete which Hank wouldn't let him collect. With that four-bits he could have purchased a small amount of sustenance at the next stop. Now, with not a thin dime between them, he and Hank faced immediate starvation. These altitudes made you hungry six times a day.

He tried to figure an approach to put the bite on Pete, a plea that would break him down and cause him to feed the destitute. Pete owned a ranch, with cows and chickens, which his wife work-

Short Line Locomotive Rosters

Compiled by Sy Reich

For the purpose of our rosters, a short line railroad is defined as a common carrier with a route length less than 400 miles listed in the Official Guide, the Pocket List of Railroad Officials, or both. All tractive effort and weight in pounds.

Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; GE, General Electric; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; Alco-GE, American Locomotive Co.-General Eclectric Co.; FM, Fairbanks Morse; GMD, General Motors Diesel Ltd.; MCGE, Montreal Locomotive Works-Canadian General Electric; Alco Pr., Alco Products; Alco, American Locomotive Co.

RR. Class	Road Numbers	HP	Builder's Model	Wheel Arngt.	Tractive Effort	Effort	Weight	Date	Notes
Aberdeen & Rockfish Railroad									
_____	200	1500	GM-EMD	F3A	B-B	55,900	223,590	1947	1
_____	201	1500	GM-EMD	F3A	B-B	57,500	230,000	1948	2
_____	205	1500	GM-EMD	GP7	B-B	60,000	239,785	1951	3
_____	300	1800	GM-EMD	GP18	B-B	61,000	244,110	1963	1
_____	400	2000	GM-EMD	GP38	B-B	61,700	246,900	1968	

Effective date: Aug. 19, 1974. Sources of information: A&RF, RF&P, The David J. Joseph Co. Units on present roster: 205, 300, 400.
Numbered notes: (1) 200 sold to GM-EMD in trade for 300. (2) 201 sold to the Richmond, Fredericksburg & Potomac, renumbered 1111 (11/52), retired (12/31/63), sold for scrap to The David J. Joseph Co. (3) 205 upgraded to 1750 hp (1965).

Abilene & Southern Railway (owns no locomotives)

The Ahnapee & Western Railway

_____	600-601	600	GE	70-ton	B-B	41,300	137,600	1952	1

Effective date: Nov., 1974. Source of information: A&W. Units on present roster: none. Note: (1) 600 was sold to General Electric. 601 was sold to the Moscow, Camden & San Augustine, renumbered 601 (7/71).

The Akron & Barberton Belt Railroad

_____	25	600	Baldwin	VO 660	B-B	59,680	198,940	1942	1
_____	26	1000	BW	DS 4-4-1000	B-B	68,100	227,000	1948	1
_____	27	1200	BLHW	S-12	B-B	58,250	233,000	1951	1
_____	28	1200	BLHW	S-12	B-B	59,125	236,500	1952	1
_____	5408	1600	Alco-GE	RS-3	B-B	61,150	148,600	1951	1, 2

Effective date: May 22, 1974. Information source: A&BB. Units on present roster: none.
Numbered notes: (1) 25-28, 5408 were scrapped (3/72). (2) 5408 was originally Pennsylvania Railroad 8908, then PRR 5408, then Penn Central Transportation Co. 5408, then A&BB 5408.

The Akron, Canton & Youngstown Railroad

D	101	1000	Alco-GE	S2	B-B	69,000	233,300	1942	1
D	102	1000	Alco-Ge	RS-1	B-B	72,000	240,880	1945	2
D	103	1000	Alco-Ge	S2	B-B	57,900	230,000	1945	3
D	104-105	1000	Alco-GE	S2	B-B	57,500	230,000	1942	4
D	106	1000	Alco-GE	S2	B-B	57,500	230,000	1942	5
D	107-108	1000	Alco-GE	S2	B-B	57,500	230,000	1947	5
D-1	200	1500	FM	ALT 200.2A	B-B	72,000	245,900	1949	6
D-1	201-203	1600	FM	H16-44	B-B	72,000	250,500	1951	6
D-1	204-205	1600	FM	H16-44	B-B	72,000	245,240	1954	6
D-1	206	1600	FM	H16-44	B-B	72,000	245,200	1954	6
D-1	207	1600	FM	H16-44	B-B	72,000	244,160	1956	6
D-1	208	1600	FM	H16-44	B-B	72,000	244,500	1957	6
D-2	500-503	2000	FM	ALT 200.1	B-B	75,000	255,600	1948	7
D-2	504	2000	FM	H20-44	B-B	75,000	252,580	1951	7
D-2	505	2000	FM	H20-44	B-B	75,000	251,980	1954	8
D-2	506-508	2000	FM	H20-44	B-B	63,025	250,000	1953	9

Effective date: Aug. 20, 1974. Sources of information: AC&Y, George R. Silcott, N&W, Southwestern Portland Cement. Units on present roster: none.
(1) 101 was sold to Kovalchick Salvage, then sold to George R. Silcott, then sold to the Illinois Terminal for parts. IT sold some parts to the Peoria & Pekin Union.
(2) 102 was sold to George R. Silcott, then sold to Precision Engineering. The trucks were then repurchased by George R. Silcott and sold to the Vermont Railway.
(3) 103 was originally Delray Connecting 64, then AC&Y 103 (1964). Retired (10/12/66), sold to the Norfolk & Western, then sold to GM-EMD in trade for new N&W power.
(4) 104-105 were originally New York, Chicago & St. Louis 1, 6; then AC&Y 104-105. They were sold to N&W, which, in turn, sold them to GM-EMD in trade for new N&W power.
(5) 106-108 were originally NKP 32, 38, 42; then N&W 2032, 2038, 2042; then AC&Y 106-108. 106 was sold to N&W, which, in turn, sold it to GM-EMD in trade for new N&W power. 107 was sold to N&W, then jointly to The Luntz Corp. and George R. Silcott, then sold to Southeast Coal. 108 was sold to N&W; scrapped (5/69).
(6) 200-208 were sold to N&W, which, in turn, sold them to GM-EMD in trade for new N&W power.
(7) 500-504 were sold to N&W, which, in turn, sold them to GM-EMD in trade for new N&W power.
(8) 505 was sold to N&W, then to Southwestern Portland Cement, renumbered 410 (4/71).
(9) 506-508 were originally Pittsburgh & West Virginia 68-69, 67; then N&W 68-69, 67; then AC&Y 506-508, then sold to N&W, which, in turn, sold them to GM-END in trade for new N&W power.

The Akron Union Passenger Depot (owns no locomotives)

Alabama, Tennessee & Northern Railroad
(Merged into St. Louis-San Francisco Railway 12/31/70)

_____	11	300	GE	45-ton	B-B	22,250	89,000	1941	1
_____	101	1000	Alco-GE	RS-1	B-B	61,150	244,600	1944	2
_____	102	1000	Alco-GE	RS-1	B-B	61,150	244,600	1944	2
_____	103-104	1000	Alco-GE	RS-1	B-B	61,150	244,600	1945	2
_____	105	1000	Alco-GE	RS-1	B-B	61,150	244,600	1945	2
_____	106	1000	Alco-GE	RS-1	B-B	61,150	244,600	1945	2
_____	107-109	1000	Alco-GE	RS-1	B-B	61,150	244,600	1946	2
_____	110-111	1000	Alco-GE	RS-1	B-B	61,150	244,600	1947	2

Effective date: June 17, 1974. Source of information: SLSF. Units on present roster: none.
(1) 11 was renumbered SLSF 11. (2) 101-111 were sold to GM-EMD in trade for new SLSF power (101 on 10/68, 102 in 11/67, 103 in 12/69, 104 in 12/69, 105 in 12/69, 106-107 in 2/67, 108 in 12/69, 109 in 11/68, 110 in 12/67, 111 in 8/69).

ed and tended, and you'd think a feller with so much grub at hand would be liberal. The hogger opened his mouth on an urgent proposition, but Hank silenced him with a scowl. Hank was afraid Pete would straighten out a muleshoe if his mind was taken off his engine.

MARTY SHUT, the ashcat, raked the fire and covered it with great shovelfuls of coal. He, too, felt the pangs of hunger, but for him grub was in sight. He lifted up his voice and sang.

They took siding at Visalia. Yellow lights from the restaurant windows splashed the sidewalk across the way. Marty Shut lit out of the run, and the beanery door banged as it took him in. Dodd and the Clinker came up from the caboose and followed him inside. Pete began prodding the packing boxes of the 710 with the long spout of his oil can.

Hank got Mel into a huddle prior of inspecting the train. "You say you got some signs of hunger?" he demanded.

"I'm holler clean down to my toes."

Hank's long face contorted with thought. "How does our Clinker stand on the matter of carrying tramps on his freight trains?" he asked cautiously.

"Quite a few driftin' miners ride our drags," said Mel, "and I ain't seen any of the stingers toss 'em off — unless they didn't have the required four-bits. As a fact, I've been keepin' an eye out for bums we might collect from, but don't see none."

"You lack the keen eye of experience," Hank chided. "And the nose for vagrants, besides. There've been signs and smells. You take the other side of the train, and when we come to that D&RGW boxcar about the middle, I'll show you something.

They took opposite sides and moved back toward the caboose, feeling for incipient hotboxes and peering under the cars for broken gear. Halfway, Hank paused and sniffed, then eased himself up onto the drawheads between two boxcars. He examined the little door high up on the end of one of them. The seal was broken and the door slightly open.

Hank sniffed again, and came down beside Mel. "Stand by to render aid," he ordered.

Breaking the seal on the big side door, he shoved it open. They held up their lanterns. The car was loaded with sacked grain, four high at the doorway. Leaning against them, two men lounged at ease, smoking.

"Well boys," Mel greeted jubilantly,

"how far do you think you're goin'?"

"To Silverton," said the big one, "and 'tis a grand ride we're havin', except now and then mebby an earthquake hits us. Would you mind," he asked politely, "tellin' a body, was that last disruption a boulder in the midst of the track, or did we miss a curve and run into the mountain itself?"

"That ain't the p'int," Mel said firmly. How much dough you boys got?"

"Nary a cent — or would we be ridin' a wanderin' old sidewinder like this?" the thin one complained. "It scarcely beats walkin'. We go to Silverton to work in the mines because we are broke, and for no other reason. But mebby when we return with our savings—"

"That," Mel interrupted, "will cost you one buck apiece."

"A dollar, now!" the big one gasped.

"At this moment," Mel said, "the trainmaster's aboard us, and he'd unload you if he caught you. All I got to do is shout, and he'd call the town bulls and soak you in the jailhouse. So let's close this deal before he come along."

"'Tis an exorbitant price," the thin one cried, "and beyond all reason. 'Tis cheaper to walk."

"A buck apiece," Mel cut him down, "or the jailhouse."

They knew an ultimatum when they heard it. Reluctantly, indignantly, they dug up a silver dollar apiece. A faint sound had been floating near the edge of Mel's ears. He identified it now as a series of ragged snorts.

"Anybody else in there?"

"As you can hear," the big one sulked, "there is."

"Wake him up," Mel ordered, "and tell him his fare is now due."

A crafty gleam from the eye of the thin one glinted in the lantern light.

"Wake him, he says," he murmured "The man is a stranger to us, and not well disposed at all. He cannot even speak the language, but has indicated on occasions that he does not like to be disturbed. Myself, I warn again it."

MEL'S sudden financial success had made him reckless. He vaulted to the doorway. The inert figure stretched out by the opposite wall made only an indistinct shadow, and he could not judge the man's proportions. Mel nudged him in the ribs with the blunt toe of his boot.

The man kicked out with both feet. He sat up at the same time, as if a spring had released him in all directions. Those feet were enormous, and one of them caught Mel's lantern in a wide-

Alameda Belt Line

_____	D1-D2	660	Alco-GE	S1	B-B	59,700	199,000	1042	1
_____	D3	660	Alco-GE	S1	B-B	59,700	199,000	1942	2
_____	D4	1000	Alco-GE	S2	B-B	69,000	230,000	1943	3
_____	D5	1000	Alco-GE	S2	B-B	69,000	230,000	1944	3

Effective date: Aug. 10, 1971. Sources of information: ABL, CCT. Units on present roster: D4-D5.
(1) D1-D2 were sold to Central California Traction, renumbered 40-41 (1963). (2) D3 was scrapped (8/70). (3) D4-D5 were originally State Belt Railroad 20, 22; then ABL D4-D5 (8/31/60).

Albany & Northern Railway (merged into Southern Railway)

_____	1	600	GE	70-ton	B-B	35,000	140,000	1946	1
_____	70	600	GE	70-ton	B-B	35,000	140,000	1946	1

Effective date: Dec. 27, 1971. Sources of information: SOU, Southwest Railway Equipment, American Grain. Units on present roster: none.
(1) 70 was renumbered 1, then sold to RSP Railway Equipment Corp., renumbered 1 (10/68; then inherited by Southwest Railway Equipment Corp., renumbered 1; then sold to American Grain Gorp., renumbered 1 (10/71).

Alexander Railroad

_____	1	300	GE	45-ton	B-B	27,000	90,000	1942	1
_____	2	400	GE	44-ton	B-B	22,000	88,000	1946	2
_____	3	400	GE	44-ton	B-B	22,000	88,000	1951	3
_____	4	1000	Alco-GE	S2	B-B	69,000	230,000	1950	4
_____	5	660	Alco-GE	S1	B-B	49,750	199,000	1944	5
18									

Effective date: August 20, 1974. Sources of information: Alexander Railroad, Adolph Coors, SOU, Duval Corp., B&O. Units on present roster: 3, 5.
(1) 1 was originally U.S. Government ?, then Alexander 1, then Louisiana Southern 1 (1946), then LS 502, the New Orleans & North Eastern 6841, then scrapped.
(2) 2 was sold to Adolph Coors Co., renumbered 992 (2/74).
(3) 3 was originally Hampton & Branchville 42, then Alexander 3 (8/61).
(4) 4 was originally South Buffalo 86, then Alexander 4 (9/72), then Duval Corp. 1 (5/73).
(5) 5 was originally Baltimore & Ohio 253, then B&O 225 (1950), then B&O 8013 (1957), then B&O 9153 (1963), then George R. Silcott 9153, then Alexander 5 (5/73).

Algers, Winslow & Western Railway

_____	1-2	1000	Alco-GE	S4	B-B	69,000	230,000	1953	
_____	3	1000	Alco-GE	RS-1	B-B	72,400	240,000	1945	1
_____	4-5	1000	Alco-GE	RS-1	B-B	72,400	240,000	1947	1
_____	6	—	Alco-GE	Slug	B-B	?	230,000	1952	2

Effective date: May, 1974. Sources of information: AW&W, Soo, NYC. Units on present roster: 1-6.
(1) 3-4 were originally Duluth, South Shore & Atlantic 101, 103; then Alco Pr. 101, 103 (11/11/63); then AW&W 3-4. 5 was originally DSS&A 104, then AW&W 5 (8/4/65). 3-4 were rebuilt (1964). (2) 6 was originally New York Central S4 8611, then NYC 9683, then rebuilt to a slug, renumbered AW&W 6.

Algoma Central Railway
(formerly Algoma Central & Hudson Bay Railway)

_____	140	800	GMD	SW8	B-B	57,647	230,590	1951
_____	141	800	GMD	SW8	B-B	57,647	230,590	1952
_____	150-153	1500	GMD	GP7	B-B	62,590	259,000	1951
_____	154	1500	GMD	GP7	B-B	62,590	259,000	1951
_____	155-168	1500	GMD	GP7	B-B	62,590	259,000	1951-52
_____	169-170	1500	GMD	GP7	B-B	62,590	259,000	1952
_____	171-172	1750	GMD	GP9	B-B	62,590	259,000	1953
_____	180-182	3000	GMD	SD40	C-C	83,100	390,000	1971
_____	183-185	3000	GMD	SD40-2	C-C	83,100	390,000	1973
_____	186-188	3000	GMD	SD40-2	C-C	83,100	390,000	1973

Effective date: June 3, 1974. Source of information: AC. Units on present roster: 140-141, 150-172, 180-188.

Aliquippa & Southern Railroad

_____	800-802	800	GM-EMD	SW8	B-B	57,500	230,000	1953
_____	1000-1001	1000	GM-EMD	SW1001	B-B	65,000	260,000	1973
_____	1200	1200	GM-EMD	SW9	B-B	62,000	248,000	1953
_____	1201-1203	1200	GM-EMD	SW1200	B-B	62,000	248,000	1954
_____	1204-1207	1200	GM-EMD	SW1200	B-B	62,000	248,000	1955
_____	1208-1210	1200	GM-EMD	SW1200	B-B	62,000	248,000	1956
_____	1211-1213	1200	GM-EMD	SW1200	B-B	62,000	248,000	1957

Effective date: June 5, 1974. Source of information: A&S. Units on present roster: 800-802, 1000-1001, 1200-1213.

Allegheny & South Side Railway (abandoned)

_____	100	650	Whitcomb	65 ton	B-B	32,250	130,000	1944	1
_____	101	600	GM-EMD	SW1	B-B	48,278	200,000	1951	2

Effective date: Nov., 1974. Sources of information: L&C, P&OV. Units on present roster: none.
(1) 100 was originally U.S. Army 1330, then USA 8404, then Lancaster & Chester 51, then Mississippi Valley Equipment Co. 51, then A&SS 100.
(2) 101 was sold to Preston W. Duffy & Son, then to the Pittsburg & Ohio Valley, renumbered 5 (1959).

The Alma & Jonquieres Railway

_____	101	1000	MCGE	S2	B-B	57,000	230,000	1949
_____	102	1000	MCGE	S4	B-B	57,000	230,000	1951

Effective date: 1971. Source of information: A&J. Units on present roster: 101-102.

Almanor Railroad

_____	106	380	GE	44-ton	B-B	22,000	88,000	1946	1
_____	166	600	GE	70-ton	B-B	41,300	140,000	1955	2

Effective date: June 7, 1974. Sources of information: Almanor, Boise Cascade, V&S. Units on present roster: 166.
(1) 106 was sold to Collins Pondosa Lumber Co. as Big Creek & Telocast 106 (1955), then sold to Valsetz Lumber Co., renumbered 1. It was inherited by Boise Cascade Corp., renumbered 1. (2) 166 is lettered Collins Pine Co.

The Alton and Southern Railway

(formerly Alton & Southern Railroad)

_____	28-30	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1, 6
_____	31	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1, 6
_____	32; 33 (1st); 34-35	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1, 6
_____	36-38	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1, 6
_____	39	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1, 6
_____	40-41	1500	Alco-GE	RS-2	B-B	75,500	251,640	1948	1, 6
_____	42	1500	Alco-GE	RS-2	B-B	75,500	251,640	1948	1, 6
_____	33 (2nd)	1500	Alco-GE	RS-2	B-B	62,500	250,000	1949	5, 6
_____	43	1600	Alco-GE	RS-3	B-B	78,000	247,900	1950	6
_____	44	1600	Alco-GE	RS-3	B-B	78,000	248,830	1953	6
_____	45	1600	Alco Pr.	RS-3	B-B	62,120	248,490	1956	6
_____	46-48	1500	Alco-GE	RS-2	B-B	?	?	1948	1, 2, 6
_____	49	1500	Alco-GE	RS-2	B-B	?	?	1948	1, 2, 6
_____	50	1500	Alco-GE	RS-2	B-B	?	?	1948	1, 3, 6
_____	51	1500	Alco-GE	RS-2	B-B	?	?	1949	1, 4, 6
_____	52	1500	Alco-GE	RS-2	B-B	?	?	1948	1, 4, 6
_____	53	1500	Alco-GE	RS-2	B-B	?	?	1949	1, 4, 6
_____	54	1500	Alco-GE	RS-2	B-B	?	?	1949	1, 4, 6
_____	1034-1036	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1, 6, 7
_____	1037	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1, 6, 7
_____	1038	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1, 6, 7
_____	1039-1040	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1, 6, 7
_____	1041-1043	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1, 6, 7
_____	1044	1500	Alco-Ge	RS+¼	B-B	75,500	251,640	1947	1, 6, 7
_____	1045	1500	Alco-GE	RS-2	B-B	?	?	1948	1, 3, 6, 7
_____	1046	1500	Alco-GE	RS-2	B-B	?	?	1948	1, 2, 6, 7
_____	1047-1048	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1, 6, 7
_____	1049-1050	1500	Alco-GE	RS-2	B-B	?	?	1948	1, 2, 6, 7
_____	1051	1500	Alco-GE	RS-2	B-B	?	?	1948	1, 4, 6, 7
_____	1052	1500	Alco-GE	RS-2	B-B	75,500	251,640	1948	1, 6, 7
_____	1053	1500	Alco-GE	RS-2	B-B	62,500	250,500	1949	5, 6, 7
_____	1054	1500	Alco-GE	RS-2	B-B	?	?	1948	1, 2, 6, 7
_____	1055	1500	Alco-GE	RS-2	B-B	?	?	1949	1, 4, 6, 7
_____	1056	1500	Alco-GE	RS-2	B-B	?	?	1949	1, 4, 6, 7
_____	1057	1500	Alco-GE	RS-2	B-B	?	?	1949	1, 4, 6
_____	1058	1600	Alco-GE	RS-3	B-B	78,000	247,900	1950	6, 8
_____	1059	1600	Alco-GE	RS-3	B-B	78,000	248,830	1953	6, 7
_____	1060	1600	Alco	RS-3	B-B	62,120	248,490	1956	6, 7
_____	1500-1505	1500	GM-EMD	SW1500	B-B	41,700	265,000	1969	
_____	1506-1511	GM-EMD	SW1500	B-B	41,700	365,000	1970		
_____	1512-1517	1500	GM-EMD	SW1500	B-B	41,700	256,000	1971	

Effective date: Sept. 24, 1973. Sources of information: A&S, Blue Diamond Coal, George R. Silcott. Units on present roster: 1040, 1057, 1500-1517.

(1) These units were upgraded to 1600 hp.
(2) 46-49 were originally Union Railroad 604-606, 609; then A&S 46-49.
(3) 50 was originally Youngstown & Northern 231, then A&S 50.
(4) 51-54 were originally Union Railroad 612, 607, 610-611; then A&S 51-54.
(5) 33 (2nd) was originally Texas Pacific-Missouri Pacific Terminal 23, then TP-MP 958, then Precision Engineering 958 (8/3/67), then A&S 33 (2nd).
(6) 28-32, 34-39, 50, 46, 40-41, 4748, 52, 42, 33 (2nd), 49, 51, 53-54, 43-45 were renumbered 1034-1060.
(7) These units are no longer on the roster: 1034-1039, 1041-1046, 1048-1056, 1059-1060.
(8) 1051, 1058 were sold to George R. Silcott, then to Blue Diamond Coal Co., renumbered 1051, 1058.

Amador Central Railroad

_____	8	380	GE	44-ton	B-B	27,000	88,000	1945	1
_____	9	1200	BLHW	S-12	B-B	60,000	240,000	1951	2
_____	10	1200	BLHW	S-12	B-B	59,625	238,500	1952	3

Effective date: Nov., 1974. Source of information: AC. Units on present roster: 10.

(1) 8 was upgraded to 400 hp. 8 was sold to Colorado Fuel & Iron (1974). (2) 9 was originally Sharon Steel 1, then AC 9 (9/65), then sold to Bendix Corp. (3) 10 was originally Southern Pacific (Texas & New Orleans) 105, then SP 2121, then Chrome Crankshaft 2121 (8/25/70), then AC 10 (6/72).

Angelina & Neches River Railroad

_____	10	600	GM-EMD	SW1	B-B	?	?	1947	2
_____	11	1000	Alco-GE	S2	B-B	69,000	230,000	1949	1
_____	12	1000	Alco Pr.	S4	B-B	68,790	230,000	1958	
_____	1500	1500	GM-EMD	SW1500	B-B	?	?	1972	

Effective date: Nov., 1974. Sources of information: A&NR, Inland Steel. Units on present roster: 12,1500.

(1) 11 sold to Robertson Terminals (5/73). (2) 10 sold to Inland Steel, renumbered 69 (12/47). Now being cannibalized for parts; will be scrapped.

The Ann Arbor Railroad

D-3	1	386	Whitcomb	44DE22	B-B	25,700	85,600	1941	1
D-6	2	660	Alco-GE	S1	B-B	49,440	198,000	1944	2
D-6	3	660	Alco-GE	S1	B-B	49,440	198,000	1944	2
D-6	4-7	660	Alco-GE	S3	B-B	49,440	197,750	1950	2
D-6	10	660	Alco-GE	S3	B-B	49,050	196,210	1952	3
D-10	20-21	1000	Alco-GE	RS-1	B-B	60,000	240,230	1950	
D-32	50-53, 50A-52A	1600	Alco-GE	FA-2	B-B	71,460	243,270	1950	4
D-32	54-56, 53A-56A	1600	Alco-GE	FA-2	B-B	71,460	243,270	1950	4
D-35	385-394	2500	GM-EMD	GP35	B-B	64,300	257,500	1964	4

Effective date: May 29, 1974. Sources of information: AA, Dundee Cement, General American Transportation, TLE&W, WAB, N&W. Units on present roster: 6-7, 10, 20-21, 385-394.

(1) 1 was sold to Dundee Cement, renumbered 951901 (10/65); then sold to George Everett Jr., who operated it on the Toledo, Lake Erie & Western Railway; then was turned over to the TLE&W, renumbered 1.
(2) 2-4 was sold to GM-EMD in trade for new power (3/70). 5 was sold to George R. Silcott, then to Relco Equipment (7/69/ and leased to General American Transportation as number 46707.
(3) 10 was originally Manistique & Lake Superior 1, then AA 10 (12/68).
(4) 52A, 55A, 50A, 55 were sold to the Wabash (1963), renumbered 820-823, and leased to the New Jersey, Indiana & Illinois. They were traded to Alco Pr. (9/65) for new WAB power. 50-54, 56, 51A, 53A-54A, 56A were sold to GM-EMD in trade for 385-394 (1964). WAB 601, 614, 620, 713 were sold to the AA and then sold to GM-EMD in trade for 385-394.

The Apache Railway

_____	100	1000	FM	ALT 100.6A	B-B	72,000	240,000	1947	
_____	200	1000	FM	ALT 100.6A	B-B	72,000	240,000	1948	
_____	600	1200	BLHW	S-12	B-B	34,000	240,000	1952	1
_____	700, 800, 900	1800	Alco Pr.	RS-11	B-B	53,000	260,000	1962	

Effective date: May, 1974. Source of information: Apache Ry. Units on present roster: 100, 200, 700, 800, 900.

(1) 600 was sold to Southwest Forest Industries, renumbered 600, then scrapped.

swipe that sent it spinning through the doorway.

The stranger stood up, unfolding into a huge shape that towered like a water tank. Mouthing harsh foreign gutterals, he reached for Mel with a hand as big as a Number 2 scoop. Mel had lost his lantern. He ducked the clawing hand desperately, stumbled on the soft footing of the sacked grain, and felt his outsized watch, worn in the bib pocket of his overalls, thump him in the ribs.

The blow flashed him one of those brilliant inspirations that sometimes worked, but often didn't. If that big watch, unaided, could punish him so severely without intent, it ought to cause important damage to an antagonist. Yanking the chain from its catch in a button hole, he whirled the watch around his head at the end of the chain. He swung, and the watch made contact with the giant's bobbing head. The clink it made sounded like metal striking solid concrete.

The man stood still. his hands dropped listlessly and he loosened somewhat at the joints. He rubbed his nose and even seemed to blink his eyes sleepily.

Mel became impatient at this lack of definite response. He took a shorter hold on the chain and a firmer stance on the sacked grain. This time he struck from straight back over his shoulder. The man's joints gave way. He sagged, folded, and slowly nestled down with both hands under one cheek.

"When that ape comes to," Mel instructed the others, "tell him I'll be back for my dough, and he'd better have it ready for me."

He dropped to the ground, slid the door shut, and adjusted the seal. He held the watch to an ear, listening hopefully. The busy sound from within satisfied him.

Hank handed him his lantern, with an air of awe. "That ticker, by the large, is a handy piece of equipment."

"A competent regulator." said Mel.

After completing their train inspection, they crossed to the restaurant. Dodd and the Clinker had downed their meal and gone back to the crummy; and Marty Shut had returned to his engine.

Pete was at the counter, being served a beefsteak about half as big as he was.

Mel eyed it critically. "You got one about half again as big," he told the waitress, "and it'll do me for a starter."

Pete fitted his store teeth, paused, and put a speculative eye on Hank.

"That engine of mine," he brooded, "the 710, is a nice old girl, but I under-

stand they make them bigger now."

He snared a piece of meat, snapped it, and chased it around his mouth with his tongue. He cornered the fugitive and clamped down.

"On the Great Northern, they tell me," the hogger said between set store teeth, chewing desperately.

PETE'S entire railroad career had been spent on the smoky end of Monte trains. He listened, avid and incredulous, to the accounts from boomers of how the locomotives on the big rail lines had grown in size and power. Some day he'd go and see for himself.

"A feller told me the engines on the Great Northern was so big," he paused to marvel, "that you had to look twice to see the length of the boiler. Did you boys ever work on one that big?"

"Haw!" said Hank impatiently. "The Espee's got engines down in Texas so big that three revolutions of the drivers takes you from one payday to the next."

Pete recessed his feud with the steer meat and deliberated. He leaned a cheek on his claw-like hand and pondered. His narrow forehead corrugated and his washed-out blue eyes drew back under their brows. He sat very still.

Steaks and spuds sizzled, emitting good warm odors, the fire purred softly as the cook stoked his range with coal. His round, pink face hung sidewise as he listened intently to his tall talk of life beyond the High Divide. The waitress leaned her smooth arms on the counter. Her brooding hazel eyes drifted across Mel's face, then moved on to some far yonder past the line of saw-toothed peaks.

Her face was warm and brown, with a tinge of scarlet coming through, and her slow, faraway look sent Mel's thoughts flitting over leagues of crisp starlight. The sunshine was like high noon all day long, down along the border, and gossip of the pilgrims had it that the senoritas were gracious and amiable and very good to look upon. Fandangos and fiestas; and the pulse of life was slow and ardent.

Right now, boomers would be drifting in to a boisterous reunion, working off the extra board, riding the thundering hotshots out of the southlands, rolling the green stuff to the cold weather markets. Yeah, they couldn't stop you from dreaming; but the way his luck was running it would be many a long, chill winter before he'd see that promised land.

Pete finished his meal in a daze, and wandered back to his engine, mumbling intermittently to himself.

When Mel paid up, the girl said, "It's going to be the coldest winter." She smiled again, shyly. "The squirrels have stored twice as many nuts, Joe says."

Her eyes drifted across his face and away to some enchanted spot she seemed to seek out, the way he sought the border country.

"It would be nice to live in the sunshine all winter," she murmurred.

"Some do," Mel said, "but most don't get the chance," he added gloomily.

THEY hauled out of the siding and rolled down a starlit valley. Pete ran his engine from a distant corner of his mind, while the rest of it was occupied with mythical and gigantic locomotives. He'd have run a red board at Copper if Mel hadn't pulled him down, and he'd have held the main track at Soonover against two more ore trains if Hank hadn't yelled his head off, stopped him, and headed him in.

Hank was very unhappy over these slap-happy operations. "Tellin' him bedtime stories, like I did." he complained darkly, "has got him all jumbled up in his mind. He don't know whether he's afoot or horseback." He gave Mel a withering look. "You said this was a rattletrap railroad, but you didn't warn me it was run by lunatics."

The velvet depths of the sky hardened slowly into a metallic gray, brittle as glass. The peaks crowding up among

Apalachicola Northern Railroad

_____	701-704	1000	GM-EMD	NW2	B-B	61,150	244,610	1947	1
_____	705-706	1200	GM-EMD	SW9	B-B	60,890	243,560	1952	2
_____	707-709	1200	GM-EMD	SW9	B-B	60,890	243,560	1952	3
_____	710-711	1200	GM-EMD	SW9	B-B	60,755	246,350	1953	
_____	712-715	1500	GM-EMB	SW1500	B-B	?	?	1969	
_____	716-719	1500	GM-EMD	SW1500	B-B	?	?	1970	

Effective date: Dec. 14, 1971. Sources of information: AN, George R. Silcott, Clinchfield, Canton. Units on present roster: 709-719.
(1) 701-704 were sold to the Clinchfield, renumbered 357-360 (11/70). (2) 705-706 were sold to George R. Silcott, then to U.S. Steel (3/29/71). (3) 707-708 were sold to George R. Silcott, then to the Canton, renumbered 50-51 (9/9/70, 1/13/71).

Arcade & Attica Railroad

_____	14	—	Baldwin	—	4-6-0	24,800	142,500	1917	1
_____	18	—	Alco	—	2-8-0	28,400	130,000	1915	2
_____	110	380	GE	44-ton	B-B	26,400	88,000	1941	
_____	111	380	GE	44-ton	B-B	26,400	88,000	1947	

Effective date: April 11, 1974. Source of information: A&A. Units on present roster: 14, 18, 110, 111.
(1) 14 was originally Escanaba & Lake Superior 14, then A&A 14, class 10-32D with 19"x26" cylinders, 58" drivers, and 180 psi boiler pressure. (2) 18 was originally Charcoal Iron Co., then Newberry Lumber & Chemical 18, then Boyne City Railroad 18, then A&A18.

The Arcata & Mad River Railroad

_____	101	400	GE	44-ton	BB	22,000	88,000	1950	1
_____	102	400	Ge	44-ton	B-B	22,000	88,000	1950	2
_____	103	600	Whitcomb	80DE7b	B-B	35,000	160,000	1945	3
_____	104	380	GE	44-ton	B-B	22,000	88,000	1945	4
_____	105	380	GE	44-ton	B-B	22,300	88,000	1942	5

Effective date: Nov., 1974. Source of information: A&MR. Units on present roster: 101, 102, 104
(1) 101 was purchased by Northern Redwood Lumber for the A&MR.
(2) 102 was originally Pine Flat Dam Contractors 30464, then A&MR 102 (1954).
(3) 103 was originally Naval Ammunition and Net Depot 7, then U.S. Navy 65-00291, then Hyman-Michaels 65-00291, then A&MR 103, then Franko Railroad Contractors 103 (1960), then Atlas Supply & Machinery 103, then Pacific Hide & Fur 103, scrapped (12/71).
(4) 104 was originally Fernwood, Columbia & Gulf D-3, then A&MR 104 (2/60).
(5) 105 was originally Southern Pacific 1901, then A&MR 105 (1961). This unit was acquired for spare parts, never operated. No longer on the roster. Probably never even numbered 105.

Arkansas & Louisiana Missouri Railway

_____	10	1000	GM-EMD	NW2	B-B	74,500	248,000	1949	
_____	11	1200	GM-EMD	SW7	B-B	74,500	248,000	1950	
_____	12	1200	GM-EMD	SW9	B-B	74,500	248,000	1952	
_____	14	1200	GM-EMD	SW9	B-B	60,470	246,010	1952	5
_____	32	250	Plymouth	ML-8	B	15,000	60,000	1942	1
_____	34	380	GE	44-ton	B-B	22,000	88,000	1946	2
_____	?	600	GM-EMD	SW1	B-B	?	?	?	3
_____	?	?	Plymouth	35-ton	?	17,500	70,000	?	4

Effective date: Nov., 1974. Sources of information: A&LM, Precision National, FEC. Units on present roster: 10-12, 14, 34.
(1) 32 was originally U.S. Air Force Technical School 7576, then A&LM 32, then Monroe Sand & Gravel 32.
(2) 34 was originally Laurinburg & Southern 100, then Monroe Sand & Gravel 100, then A&LM 34.
(3) ? was originally McLouth Steel ?, then George R. Silcott ?, then A&LM ?, then Olin-Mathison ?
(4) ? was sold to George R. Silcott, then to Lithcote Corp.
(5) 14 was originally Florida East Coast 227, then Precision National 227, then A&LM 14.

Arkansas & Ozarks Railroad (abandonned 4/7/61)

_____	800, 900	600	GE	70-ton	B-B	35,000	140,000	1949-50	1

Effective date: Nov., 1974. Sources of information: FDDM&S, Pilkington Brothers Canada, SMV, C&NW. Units on present roster: none.
(1) 800, 900 were sold to the Fort Dodge, Des Moines & Southern, renumbered 410-411 (12/61); then sold to Andrew Merilles Ltd., renumbered 410-411. 410 was sold to Pilkington Brothers Canada Ltd., where it received no number (9/70). 411 was sold to the Santa Maria Valley, renumbered 70.

The Arkansas Western Railway (owns no locomotives)

the fading stars were edged with a faint glow. Dawn wasn't far off. They came to Durban, and switched for 20 minutes. From here the line swooped in long, twisting spirals into the terminal yard at Silverton, far below. They got more train orders.

"The brass pounder," Dodd explained to Pete, pointing out one of the orders, "says this Extra 912, to which the dispatcher has given right over all trains, is the General Manager's special. You'd better stay out of his way, or he'll nail your hide to the roundhouse wall."

Mel brightened. "Well, what do you know!" he cried. "The old G.M. himself is again touring his railroad."

This might mean something. If they got to Silverton before special left, he'd have an opportunity to see the Old Man before the Clinker got to him with a wild tale about Mel causing hazard to life and property. He'd pass the time of day and jog his memory of that time he'd put a red lantern in the G. M.'s face when he was at the throttle of his own special and heading at high speed into a collision. That way he ought to forestall any snide attempts the Clinker had in mind to have him run off the Monte.

"Yes, sir, he chortled, "I'll sure be glad to see him, and I know it'll tickle him." Then, looking at the Clinker, he muttered, "I want to shake his hand and mebby say a word or two about how his railroad is bein' run behind his back."

"Somebody ought to, the Clinker glowered, "but it'd better not be you."

Pete stared fixedly at the running order. "It don't say here it's the General Manager's special," he said.

"Of course it don't," the skipper blew up. "It never does. But the op says so, and he knows."

Pete sighed gently.

"Look!" the skipper said, "that schedule begins right here, where the G. M. leaves Silverton at 7:40. Think you can make it clean in to town for him?"

"Mebby," Pete figured genially. "It's downhill all the way."

"You'd better be sure of it," the Clinker warned. "If you see you can't clear him by ten minutes in the yard, you hold up at one of the blind sidings. Don't get in the Old Man's way and delay him, or we'll all be in trouble."

Pete stuffed the orders in his pocket and climbed into the cab. The rails snaked along a ridge, then dipped into the first long swoop of downgrade, and the 72's speed picked up. Hank closed his eyes and hoped fervently for the best.

Pete took out the wad of orders he'd accumulated since he left Gloria. He'd learned to distrust train orders. They were deceptive. Things like this one that said Number 72 wait at Kickapoo till 12:15. Hell, they hadn't reached Kickapoo till 1:05. Those dispatchers sat in the easy seat and thought up orders just to fool you. And they changed their minds so quick and often you never knew where you stood.

Hank opened his eyes as the 710 leaned out over an abrupt declivity. "You'd better tighten them brakes somewhat," he advised in an anguished shout. "This is just like fallin' downstairs."

PETE put a preoccupied shot of air under his train and kept up his studies with growing skepticism. Like this one here: Third 81 has right over Number 72 Silverton to Absolute. And then three orders later, the two trains are meeting at Graybar. He glowered at the tissues till he was seeing in circles. He handed the orders to Mel.

"Your watch runs like the dispatcher's, he pointed out. "So you read flimsies and tell me when to head in."

Mel took the orders listlessly — and had another bright inspiration. This might be a break. Could he maneuver Number 72 into terminal before that 7:40 leaving time of the special? He read the orders rapidly, discarding the ones not now in effect. He looked at his watch.

"This here's 53 that's comin' against us," he calculated. "Pete, we got time to make Quartzsite siding for that one, if you let her out a little!"

Pete let her out a little more, Hank closed his eyes again and moaned. They'd be on short time sneaking into the clear at Quartzsite, but you had to cut corners to get where you were going in the time available. Anyhow, Number 53 likely wasn't right on her schedule.

Seventy-two was still rolling briskly, up to the switchstand at Quartzsite. A good thing Hank had gone forward and was leaning out from the pilot like a pointer dog, ready to jump and run. He'd unlimber his best double-jointed sprint to get to the stand ahead of the pony trucks, and open it before Pete overran the switch. The 710 swerved over the points and they scooted down the siding.

But the hind end hadn't cleared before Number 53 slammed out of a cut, almost on top of them. And in the uncertain dawn light, her engineer didn't see them at once. They shouldn't, by his orders, have been there at all, and he wasn't alert. He kept coming without reducing speed till he was almost opposite the 710. Then he put a shot of air under his train, figuring to check her enough to miss Number 72's caboose by about six inches.

Pete widened his throttle, trying to whip his hind end into the clear before Number 53's engine plowed into it. Skipper Dodd hung out from the rear step of his crummy, shouting his livid opinion of the whole affair, and prepared to unload if 53's engine got to the switch first. After the crummy cleared on the siding, he made it, but that didn't tickle him as it should have.

The crews of both trains gesticulated and yelled insults at one another in passing. Hank mopped his brow.

Mel glanced at his watch. "Hey! he cried. "That hogger got here seven minutes before he was due. What's he think this is — his own private highline?"

Hank said darkly, "They ain't all learned yet that you've got the only standard time there is on this railroad. They ought to put a bulletin out on it."

"It'd been that hogger's fault," Mel maintained, "if he'd smashed us up."

"The big fault," Hank complained, "is that they ever built this goat path in the first place. All I ask is to get into terminal, alive and well. From then on the Monte's got to get along as best it can without me."

Mel had been hoping Hank would stick around till things cleared up a little. His luck had to be good sometime, and if it made a sudden switch for the better and Hank was so minded, they might yet drift southward out of the blizzards. But Hank's disgusted declaration showed he was hightailing it out of the mountains within hours, leaving Mel to his chilling fate. The best he could do now was make it into Silverton in time to see the Old Man and protect his job on the Monte.

Cold colors ran along the rim of peaks and hogbacks. Number 72 came out on a long ledge, and they could look down into the Silverton yard. It was still dusky dawn down there where the town sprawled at the bottom of a huge granite bowl. Mules, hitched to wagons and dump cars, crawled about the mines, and the web of sidings looked like a map. Switchers bustled about like beetles, smoking furiously.

Mel picked out the General Manager's special — baggage car, a coach and the business car tied on behind. Smoke from her engine climbed in a straight black column high into the windless sky. The ashcat was getting

her all hotted up, ready to leave town.

Mel checked his watch again. The way they were going, it ought to give him better than ten minutes with the Old Man. He'd unload from the 710 as they passed the private car, so he'd be sure to get at him before the Clinker could come up.

Smoke from the special's engine suddenly began to boil, and then it trailed back slowly over the short train, leaving the black column standing still and alone. Mel felt a chunk of ice lodge in his stomach. He blinked the new sunlight out of his eyes and steadied himself in the gangway for another good, hard look. But the 710 at that instant wheeled on a curve and a ridge blotted out the town. Yet a fleeting glimpse seemed to verify his first imression — that the special was pulling out of the siding onto the main track.

That couldn't be, though. She wasn't due out yet, and crews pulling the G. M. would be real careful not to come out ahead of their schedule . . . Yeah, unless their timepieces were away wrong. Like Number 53's hogger, who'd rammed by Quartzsize seven minutes to the good — or bad. But handling the Old Man's train, they'd be particular about setting their watches. That first sunlight must have caused him to witness a mirage. He'd wait for another look to make sure.

Number 72 came out of the curve onto a stretch of track that ran along the lip of a ridge. You could look right, right down into the Silverton yard again. Mel leaned out of the gangway and stared.

Yes, sir, by the jumpin' jeepers, the special had pulled out onto the mainline! The brakeman had closed the switch behind her, and was trotting forward, his arm waving above his head in a highball. He climbed onto the rear end as a cyclone of smoke erupted from the engine's stack. A foxtail of steam fluttered twice, and the faint crack of the whistle funneled up seconds later. The G. M.'s special was leaving town!

Mel got still another brilliant flash. Maybe the Old Man himself had become impatient and ordered his train to move. He was a holy terror, with a temper like dynamite. Nobody could stand up to him when he began blasting.

Mel's thoughts ricocheted. If the Old Man was heading into trouble, now was the time to gallop to the rescue. Maybe his luck was coming back fast. He took another look. The hogger was beating her stack off, eager to give the irritable G. M. a good fast ride.

Mel howled, "Wipe the clock, Pete! The special is coming out ahead of time, right in our face!"

Pete said, "Huh?"

Mel pointed frantically, and the mild-mannered hogger blinked his pale eyes placidly in the bright sunlight.

Mel grabbed the whistle lever. Who-o-o! Who-o-o! Who-o-o-o!

The wild scream washed over the sides of the granite bowl and fled into the serene and empty sky. They rocked over a trestle and dived into a cut.

"Is that special already coming?" Pete inquired. "Them train orders don't often mean what they say. Lot's of times they fool you, he added complacently.

HANK damned near fell off the fireman's seat. "If this ain't the dangdest outfit!" he raved.

"Give her the big hold, pete," Mel Hatch begged. "Dynamite her!"

Pete glanced reproachfully at the air-gage. The needle had back halfway down the dial. "We got to pump up some pressure first," he explained.

Pete had sizzled his trainline pressure away till there wasn't enough left to set the brakes. The airpump pounded sulkily, struggling to build it up again. The needle fluttered and moved an eighth of an inch up the dial.

"Then plug her!" Hank pleaded.

"We got to go easy on them cylinder heads." Pete twinkled. "Mebby I put her in reverse motion if we get too close. We got a little time yet."

Hank glowered at him resentfully. "Don't figure on too much time."

Number 72 reeled through the last of the muleshoes and unraveled onto the straightaway that led into the yard. This final stretch of track was built on a descending ramp above the dry wash. Hank Wheeler, in the gangway ready to take wing, looked down at the boulders blurring by below, and knew he was trapped. You couldn't unload into that rugged landscape and come out alive.

Pete rocked placidly to the sway of his engine. The throttle was closed and the stack dead. They were shut away in a tight compartment of hurrying sound inside the early morning quiet. The high jingle of running wheels and the grunt and rumble of draft gear swarmed through the cab. The moody palpitations of the airpump began to beat in their pulses.

The rails drew a hard line straight ahead, and ended in a hazy bulge where the special blocked the main track. Smoke climbed lazily from her engine's stack. She was standing still.

After the twist and wrench of the curves, they seemed to slide down a glinting incline like a toboggan. Yet time crawled. The seconds dragged their feet, while that smudge of smoke at the bottom of the incline swam toward them.

The smudge of smoke that was set so hard in Mel's bulging eyes that churned up into a black cloud spread across half the sky. The spectacle was so unexpected that it was some time later before he figured the obvious fact that the special's engineer was trying to get his train into the siding in time to let Number 72 by.

PETE gave the air-gage a benign glance. The needle had stiffened. It moved in furtive spasm past the black numerals, reaching in a kind of terror for the top of the dial where effective braking pressure existed. Pete seemed satisfied with the way it was acting, and he let his gaze return pensively down the main iron to where the special's locomotive bellowed and slipped her drivers.

Mel's thoughts swarmed like a beehive. There was a frozen streak six inches wide down the middle of his back. If they hit, there'd be busted locomotive parts and shattered rolling stock all over the upper end of the yard. Mingled with the debris would be the gruesome remains of a number of hard-working railroaders. This was going to be the tightest one he'd ever encountered.

He regarded Pete's blank expression with furious dismay. You could read the thoughts flitting across his amiable mug. Pete had figured in his own aimless way just how long it would take to pump up the trainline pressure to the point on the dial that would give him effective braking power. He'd wait placidly for that time to come, then he'd stop his train.

But the frightful part about it was that he hadn't gone on to conjecture whether by that time he'd still be on this side of the special, or have already plowed into her. He hadn't concerned himself with intervening obstructions.

It was like a hazy picture rapidly coming into focus. The special backed up at that first dead crawl just after the slack had been shoved in. Then her hogger began to beat hell out of his engine. Smoke billowed and rolled against the high rimrock. Echoes of the roaring exhaust swirled around the circle of the granite bowl and bounced into the hollow of the sky. She picked up speed fast, then checked coming up to the switch.

The brakeman dropped off the rear, ran back along the narrow toepath to the switchstand, and opened it to let his train back into the siding. He stood quietly by the stand, ready to close the switch and let Number 72 by on the main track, if the special cleared in time. He didn't seem a speck anxious or fidgety.

Mel could see the special's hogger now leaning out of the cab window. He had turned around, facing backward, his left elbow on the arm rest. He was working his engine with prayer and cuss words and the hand of a master. Not once did he bother to turn his head for a look at Number 72.

HANK WHEELER, veteran boomer from all over the map, suddenly forgot he was trapped. With the special's engine blasting away, down there a hundred car-lengths dead ahead, and drawing nearer at the rate of about one car-length per second, Hank got lost in admiration. He'd been skeptical and derisive of these haphazard Monte men. Safety and caution weren't printed in their book. They railroaded as it came along. When a fantastic situation caught up with them, they made rules on the spot.

But they could make a good try at the close ones. They'd developed a fine skill at judging speed and distance, and were mighty dexterous in out-guessing catastrophe and playing tag with destruction. They had to be, up here where the vertical landscape leaned in all directions.

Furthermore, they had supreme confidence in themselves and in one another. Nobody quit. They worked this job as if it weren't unusual or hazardous. Even the special's tallowpot didn't show any signs of leaving the scene of impending disaster. They seemed pretty sure they'd jockey this one out of the red. If it didn't work, they'd just call out the big hook and the coroner to gather up the results.

Marty Shut, the ashcat, raked the fire with a clinker bar and let his thoughts stray beyond the cab. He didn't know there was a crisis, that a damned big smashup lay just ahead down the track. It was time now to consider the next meal. He'd shoveled twelve tons of coal during the night, and again he was hungry. He speculated dreamily on whether they'd have pie at the beanery this early in the morning. A slab of ham, a couple of eggs — with spuds, hotcakes, and pie. That made a good, sound breakfast, Then ten hours of sleep. He hummed contentedly.

Pete's pale eyes flickered back to the air gage and took on a gratified shine. The black arrow edged up to the top of the dial. He waited for the needle to lean over toward him. He didn't give the engine ahead another glance. He was confident that his casual calculations were as trustworthy as if they had been made with a slide rule.

THE AIR-PUMP hammered and wheezed. A breeze spilled over the high rim of granite. Rolling smoke swirled down till it blotted out the special's engine. Smoke slid into the 710's cab and stung Mel's eyes like acid. He waited in a bitter fog for the clash of rending steel and the hoarse cry of scalding steam when the two locomotives tore each other apart. They were that close.

The arrow on the airgage fluttered uncertainly for a moment. Then it steadied and tipped over to the right. Pete clamped his jaws and his lips came out in a round pucker. His pale eyes speculated carefully as his birdclaw hand moved the brake-valve handle forward.

The high scream of compressed air sang plaintively through the smoke and uproar. Dynamite exploded along the length of the train. The brakes grabbed.

Number 72 stumbled and convulsed. Marty Shut and Mel grabbed for each other as they reeled against the boilerhead. Hank Wheeler clutched wildly at both sides of the windows frame to keep from going overboard. Pete vowed benignly. Dust rolled along the train and fire flickered through down the line of grumbling wheels.

The dawn breeze curled the smoke, and sunlight broke through. The thunder of the special's engine filled the mountain bowl with a hurricane of a sound. The coaches were in the clear and the locomotive swerved over the switchpoints. The hogger still had his back turned, ignoring the tons of sudden death that were closing in on him.

The breakman at the switchstand showed through the smoke and sunlight. He squinted, his eyes following the engine's pony trucks coming up to the points. He waited calmly, as if he didn't know he'd be at the place of collision if the two locomotives came together. Sunlight on his brass buttons made them twinkle. He bunched his muscles, frowning at the wheels of the pony truck.

The 710's pilot stabbed at the pilot of the special's engine. They bobbed and nodded at each other sparring. The brakeman pivoted on the switchstand lever. The pilot of the special's engine ducked and crawfished, and the two engines swung apart, Number 72 jolted down the maintrack, and stopped before the Silverton station.

Pete commented mildly. "That was pretty close."

MEL pulled himself off the boilerhead. He let go his breath and got air circulating inside him again. He opened his mouth. Then he closed it again, and stared. The special came back down the siding and hauled up opposite Number 72.

The Clinker came forward along the train. He and Dodd had climbed into the cupola of the crummy when the whistle sounded. The dynamiting of the brakes had caught them unaware, and they'd been tossed about in the cockloft like a pair of dice in a cage. The Clinker had a blackened eye from it. He came down the toepath, keeping the other eye warily on the General Manager's business car.

Sounds like the distant tremors preceding an earthquake began in the private car. The Clinker's bad eye dilated. A kind of frozen stillness settled over the whole Silverton yard.

The rear door of the car came open as if it had been blasted, and the Old Man himself exploded onto the observation platform. He'd been asleep through it all, and had just been aroused by his terrified porter. He'd put on his pants, but he hadn't tucked in much of his nightshirt tail. His thin hair stood on end and his eyes were malignant.

"Just what the hell goes on here?" he said, and the ejaculation rebounded along the high granite.

The Clinker winced, and sought a culprit. He walled his bad eye up at Pete.

"I warned you to keep out of the special's way," he threatened.

Pete nodded benevolently and beamed from his cab window.

"We had time by Mel's watch," he said, "if we hurried a little. And I hurried."

The Clinker's good eye lit on Mel.

"That damned turnip again!" he rumbled. "What time you got now?"

Mel tugged the big silver watch from his bib pocket. Obligingly, he offered the glass-armored dial for all to observe the correct time. The trainmaster fingered his own gold watch and compared the two. He frowned. He glanced through the station window.

"Your ticker," he stated ominously, "is sixteen minutes and eight seconds slow."

He pointed an abrupt finger at the clock inside the telegraph office. That was the regulator which was never allowed to vary more than a second or two from Mountain Standard Time.

Mel's glance roved between the clock and his watch. An incredulous expression crossed his face. His eyes jumped back and forth between the two timepieces. Nervously, he unhooked the chain for a closer look. By the regulator, his watch had lost over 16 minutes. He looked about wildly and encountered Hank's grin.

"My guess is," Hank said, "that you hit the hobo too hard on the second lick you gave him with your watch. Last time I looked in on them boxcar tourists, he hadn't yet come to. The blow dislocated his balance wheel, and it must have done the same to your ticker."

The General Manager held his pants up with one hand. He leaned over the railing of the observation platform and thrust out the other hand, pointing an accusing finger at the Clinker.

"You allow a trainman of yours," he yelled, "to operate with a watch that's sixteen minutes off standard?"

The Clinker fumbled for an answer.

"Not only that," the Old Man charged, "but he carries tramps on our trains, even when you're riding along. You run that brakeman off this railroad, and see that he never comes back."

THE SPECIAL began to roll slowly up the siding again. "Hey! Mel yelled frantically. "Don't you remember me? That night I—"

The G.M.'s receding stare flattened out on Mel's stub length and frosted over. It held no recognition. A brass collar's memory of services rendered is not enduring. The gratitude of the potentates is not dependable.

Hank's ramshackle face leered through the blur around Mel's head. "I told you," Hank said, "we oughta looked for a job outa Denver, instead of comin' back to this goat path."

The Clinker's beetling brow wavered and his glance swiveled between the two of them. He twinkled like cold sunlight on a glacier.

"So," he muttered at Hank, "even though you disclaimed it, you are a friend of Mel's. An old pal he brought up here to get a job." He gave Mel a brooding look. "You will be missed on the Monte." he said, "but not regretted." He gave Hank a cold beam. "Your stay has been so brief," he mused, "that you won't be much remembered."

"Which," Hank allowed, "won't break my heart a bit. All I want to do is get out of this swaybacked country without harm to myself."

The fragments of Mel's glittering dream of eternal sunshine littered the Silverton yard. The bright pictures of fandangos and fair senoritas flickered and died.

Hank Wheeler's malicious grin returned to tell him that Hank would spread the word of his discomfiture here on the Monte. And he'd sure make good story of it. He'd relate it in yard offices and switch shanties down there where the drifters gathered to soak up the sun. And those veteran boomers would shout with glee at the ridiculous young punk who'd claimed he was set in good with a brass collar who didn't even remember him when the pinch came.

The bitter taste of winter was in the bright air. Soon the storms would come yelping through the high passes. He'd have to pawn that new blue suit and wander away alone into a hostile world.

Hank's cheerful voice came through the gloom. "Oldtimer." he said, "we gotta rapidly figure ways and means of eating."

"My credit won't be good at the beanery," Mel reconed, "now that I'm no longer employed."

"You didn't," Hank asked, "by any chance, have something left from the two bucks you took off'n the tramps?"

"We ate up a dollar and six-bits' worth of grub between us," Mel recalled, "and I left a quarter for the girl."

"She was a cute trick," Hank agreed amiabley. "Let's prospect."

Mel scooped his watch from the headened cinders in passing and stowed it contemptuously in his back-side pocket. The station door slammed briskly. The night operator, just off duty, came out into the sharp sunlight. He had a considerable slim length, and a faintly skeptical eye. He carried a book under his arm.

Hank Wheeler paused like a bird dog coming up to point. His long face screwed up in a spasm of delight. His mouth fell open.

"Eddie Sand!" he wooped.

HE GALLOPED over the platform planking with the sound of a whimsical cyclone. The telegraph operator turned and his eyes lit with sardonic humor. Hank pounced upon him. They knocked each other's hats off and pounded each other resoundingly.

Hank brayed: "Eddie, I looked all over Denver for you. I spent a whole week, three nights ago, scountin' the town to see where you was at."

"I know the story," Eddie Sand said derisively, "Just like you'd written it to me in a long letter. You met a fellow confederate, let your foot rest too long on the brass rail and lost your way. You'd certainly never have stayed up here if you hadn't got lost."

"Yeah," Hank grinned. "It was something like that. Meet Mel Hatch, Eddie. He lured me to these altitudes yesterday to go to work for the Monte. And then," Hank slapped his thigh, "what do you know! This morning, just now, we both got fired. Like that!" Hank snapped his fingers.

Their swift comments ran nimbly through the crisp air, and the while sunlight picked them out in detail; Hank Wheeler, long-jointed, haphazard, his clothing loose and flapping and torn in a number of places. He looked like an animated scarecrow, but his voice was raucous with delight. He'd joined up with his old pal, and the careless road stretched ahead like the primrose path.

Eddie Sand's slim height almost matched Hank's rambling length. He moved with a kind of slow, deliberate confidence, but they said he was chain lightning on the Morse wire, and he could act fast to pull a bad one out of the hole.

There was a spark away back in Eddie's mocking eyes, and he smiled slow and easy. He seemed like he couldn't be hard to get along with.

Listening to their talk, watching their faces, Mel caught glimpses of the inner workings of their willful, wayward breed. Maybe it was in their eyes — quick and restless and seeming in their depths to be always dreaming beyond for horizons. If any part of life cost too much of their liberty and independence, they wouldn't buy it. Yet somewhere beneath was hard substance, sharpened and polished by the action of time and the exacting process of perfecting themselves in their trade.

Mel's ears bent forward to catch the easy colloquy of the two boomers as they caught up on each other's immediate past. Names of far-flung railroads flickered through their remarks light bright beads — the Katy and the Wabash, the Rock Island and north to the Pere Marquette: all the glinting ribbons of steel they'd been engaged upon since last they'd met.

Then the talk turned sharply to their next move, and they spoke between them of the news they'd had from the southlands. Win Fall, a brethren and pilgrim of long standing, had written Eddie from Calexico — he'd intended it as a bulletin to be passed on to whoever of

the tong was interested — that there was a bumper crop of green stuff to be moved from Imperial Valley, and that the Espee was hiring carhands.

Win was enjoying himself down there in the sunshine. He knew a bright-eyed senorita or two and three after a bull fight in Mexicali, across the line in Mexico, you could get a bull-beef steak dinner in Alley 19 that would cause you to bite the trainmaster and kick the yardmaster in the teeth. Win claimed that the Mexican beer was creamed dynamite.

Blithely they designed the shimmering future — two rubber-tired pilgrims, headed for the sunshine and the smell of orange blossoms. Mel wondered dismally how many more tragic years lay between him and that vivid existence.

A cheerful remark of Eddie's worked its way into the gloomy recesses of his mind. "Come on, Mel," Eddie invited. "Let's eat."

"Yeah," Hank agreed. "And plenty of it. And then we'll get us some shuteye. These here altitudes do wear you down."

Mel's thoughts burrowed, and an instant bright pictures flared in his mind. For just that length of time he was adrift on the careless road, and then stark reality caught up with him and turned him back.

"You know right well," he said fretfully, "that I ain't got enough cash to get me out of town, 'less I pawn my new clothes. And I can't travel respectable without I'm all dressed up."

"Eddie's got a wad of dough that big." Hank doubled his hand into a big fist and looked at it disparagingly. "He's got no business with that much money, and we gotta help him get rid of it. With that much wealth he's sometimes hard to get along with."

If Hank wasn't kidding, he could migrate with the birds and live in sunshine. Hunker down with the pilgrims beside the yard office and join in the brave talk of the mainline and the iron horse. The tales they told would sure grow tall in that lush climate.

Yeah, and he, too, would ride the thundering hotshots through warm nights as they rolled the perishables out of the southlands to the cold weather markets. Come next spring when the pilgrims migrated — next spring nothing! His time was now! ●

HOBBY CLUB

conducted by Sy Reich

THE AVERAGE RAILFAN is closer to his camera than to his new Xmas neck tie and pampers it more than gay Lillian Russell was by "Diamond Jim" Brady, the railroad equipment salesman of long ago. When some event disterbs the fan, we hear from him. For example, R. H. Carlson of Combres, Texas, was disturbed by Kodak's decision to eliminate size 116 and vented his indignation in a letter we published last December. He may be equally unhappy to get the news that size 828 also will be eliminated. For years, size 116 and its more modern companion, 616, was the favorite for railroad negatives and prints. They predated our history-making International Engine Picture Club and our stories of the Engine Picture Kid and his girl fireman, Goldenrod, in the 1930s.

However, one of our good photographer friends, Harold Vollrath, 8938 Maple Dr., Shawnee-Mission, Kan. 66207, doubts seriously that enough interest could be generated for 116 to create the kind of demand that would turn Kodak's head. He says time has just about run out on 116, but it is still being made — no one knows for how long. Harold believes the answer lies in other cameras with different film sizes. Those of us with large collections shudder at the thought of going into new techniques when our old methods have proved so useful. Wouldn't it be nice if Kodak recognized this specialty requirement and began making small runs of our favorite film available through one central point?

A Kodak official's reason for knocking off the 116 and 828 sizes is lack of customer demand, which he says applies to just about all the larger format films, except 120. If you want to carry this farther, contact John F. Brandow, supervising photographic specialist, Photo Information, Consumer Markets Div., Eastman Kodak Co., 343 State St., Rochester, N.Y. 14650.

PLANS for the 54th annual meeting of the Railway & Locomotive Historical Society for May 2nd through 4th have been all but wrapped up by the host, Chicago Chapter, says national president Howard F. Greene and the Chapter chairman, Charlie Stats. The gathering of this pioneer rail historical group will be treated on Friday evening to an illustrated talk by Ray Specht and his collaborator on the Wisconsin Valley history. Next day there will be a trip to the interesting Illinois Railway Museum at Union, about 20 miles northwest of Elgin, featuring all-day passes on the museum's steam train and electric cars with access to some private cars not usually open to the public. The latter should please Arthur Dubin a lot, that being his specialized field.

The Society's board of directors will hold a solemn conclave on Sunday, followed by luncheon at some Chicago "beanery" still to be selected, with a speaker who is a top figure in the national railroad scene. We'll print more details when we get them.

Next year the Southern California Chapter of R&LHS will host the national meeting, and in 1977 the Pacific Coast Chapter will have the horrors.

FOUR large photo murals that used to grace the waiting room walls of Denver Union Station have found safe haven at the Colorado Railroad Museum in Golden, according to the Rocky Mountain RR club newsletter, RAIL REPORT. The photos had been in the depot since 1955 and belonged to the BN, C&S, UP, and D&RGW. Other murals were returned to the railroads which had originally set them up. The newsletter also reports that Cumbres & Toltec Scenic carried 16,361 passengers in 1974, less than the year before; but the road's diesel operations more than offset this loss.

The Silverton reported 101,868 for last year, down from 102,380 in '73. The figure of a year ago would have been surpassed if it had not been for loco failure cancelling one trip and a disastrous fire in August in downtown Durango, adjacent to the tracks, which prevented two days of railroad operation.

NICKEL PLATE ROAD Historical & Technical Society has a new mailing address, P.O. Box 6212, Ft. Wayne, Ind. 46806. At its annual convention last fall in Cleveland, John Tomhafe was elected assistant national director, Jon Marx national secretary and treasurer, and John Slater director of publications. Member dues were advanced to $7.50 a year; sustaining members, $15; establishment of foreign membership, $10; contributing, $25 or more per year, and corporate membership at $100. Spearheaded by Tomhafe, the 1975 convention will be held at Lima, Ohio. The Society will have a second edition of its popular Special Commemorative Issue, to sell for $4.95.

RAILFANS who attended the recent Mohawk & Hudson Chapter of NRHS "All-About-Railroads" meeting in Schenectady, N.Y., are wondering what the boys will come up with for a similar good outing next fall.

Another NRHS Chapter, Wisconsin, put on a good show at its recent Mid-Rail '74 safari in Milwaukee. The Iowa Chapter will host the Mid-Rail gathering in '75 in September at Mt. Pleasant, Burlington. The wheels are already moving, says North West Illinois Chapter newsletter Northwestern Limited, for steam and trolleys at Mt. Plea-

sant, a likely Burlington Northern shop tour at West Burlington and possibly an ATSF tour at Fort Madison.

WHILE many North Alabama Railroad Club members were busy on their Fall Color Limited last summer, others were working on their fine calendar and on the club's kindergarten and school trip program. Aided by the able Jim Bistline of Southern Railway, excursion dates were set up and all area kindergartens and schools notified. The results were gratifying; 2491 children and 530 adults made the Sept. 30th outing one to be remembered. Some 499 others were on the Fall Color trip Sept. 28th, making a total of 3,520 excursion riders in three days! This should be a record hauled by a railfan club. Accolades to Jim Jollay, Carl Young, Hugh Dudley, Ed Gardner, and their wives, all of whom assisted. Furthermore, Southern has given NARC a turntable located at Oakdale, Tenn.; it will be moved to the City of Huntsville's Museum of Transportation and Industry.

NEW ENGLAND railfan extraordinaire, John Harrison figuratively wears two hats. John was recently elected president of Railroad Enthusiasts at their 40th annual meeting in Portland, Maine. He's also president of RRE's 470 Club in Portland. The annual affair was held in conjunction with the club's Gorham Gallivant and Fall Foliage trip, both of which were well patronized. Mel Ost, former head of New York Division, was elected senior vice president; Larry Blank, Jr., of the 470 Club, vice president; Pomona Atherton, secretary, and Mr. RRE himself, Bill Webber, treasurer. Ron Palmquist toastmastered the meeting which featured guest speaker Roger Mallar, Commissioner of the State Department of Transportation. This was the first time known that an annual meeting of the group was held outside of its founding locale in Massachusetts.

MILWAUKEE ROAD Railfans Assn. has found several locations interested in displaying and maintaining electric locos formerly operated in Montana by the Milwaukee. The members are raising funds to buy the locos, prepare display sites, and provide for future maintenance. Make checks or money orders payable to "Save the Electrics" and mail to PTW Services, P.O. Box 5062, Seattle, Wash. 98105. So says The Trainmaster, newsletter of Pacific Northwest Chapter of NRHS.

AKRON, CANTON & YOUNGSTOWN has donated its station at Copley, Ohio, to the newly formed Copley Historical Society. The old AC&Y depot, built 1889, will be used for historic memorabilia given by local residents.

MOST railfan clubs show enthusiasm for all phases of railroading. They sponsor trips, operate their own motive power, or tread heavily on anything that spells motive power railroadiana. One group, The Railroad Station Historical Society, has a specialized interest in depots. This 507 member Society from 42 states would rather look at stations, take pictures of them, and write about them then wolf down a steak with French fries. Well, almost.

Recently a guest editorial by member David L. Peterson in their fine publication, The Bulletin, outlined a program whereby RSHS could spark a drive to preserve the nation's remaining railroad stations. He said that much of the RSHS activity appears to be directed toward merely viewing stations, photographing them, writing stories about them, preserving floor plans, and documenting abandonment and demolitions. While this is all well and good, much could and should be done to preserve the present stations.

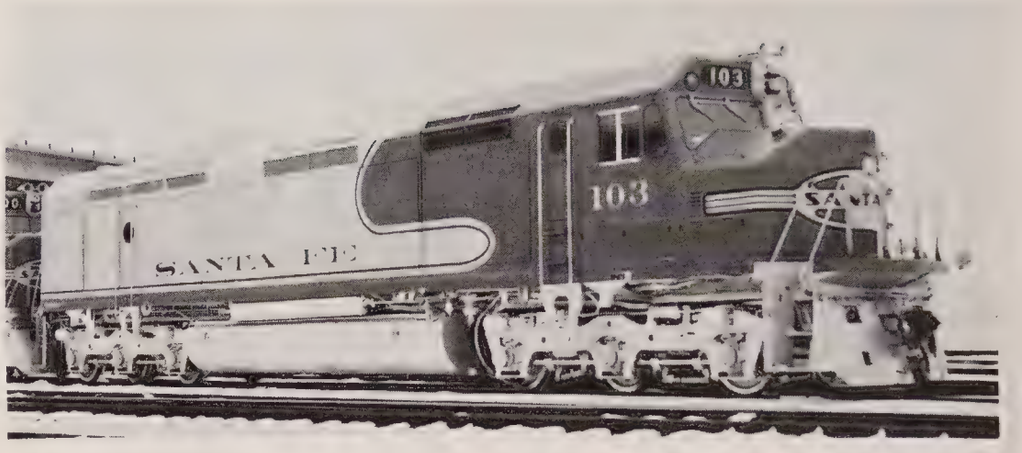
According to David, the possibilities for action include: testimony by the Society at (upcoming) hearings on the Federal depot legislation and related historic preservation bills, establishment of an information clearing house, technical assistance to groups and communities in need, and publicizing techniques that have worked in various communities.

RSHS members meet annually at various places around the country, hold dinners, and visit stations. Their Bulletin of RSHS is published six times a year. Dues are $3 annually. For further info contact William F. Rapp, editor, 430 Ivy Ave., Crete, Neb.

Married less than two months, Frank Kyper, long-time editor of RRE's fine publication, The Railroad Enthusiast, has no trouble in having his bride, Mary, enjoy an early Dec. '74 visit to Edavilla R.R. Mary is secretary of Mass. Bay RRE. Photography by Larry Blanke

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON



The first order of FP-45's delivered to the Santa Fe in 1967 included No. 103. Note the space behind the last air intake. This houses the steam generator a feature of 45's.

L. A. Marre photo, from X2200 South files

KENTUCKY RAILWAY MUSEUM'S ex-Monon 32, rare EMD BL-2, was operated successfully last October 27th after almost ten years of disuse. For years the 1500-hp unit, built in 1948, had lain in semi-dismembered storage behind the Monon Shops in Lafayette, Ind., used as a parts supply to keep Monon's other BL-2's running. After Louisville & Nashville took over the Monon, the BL-2 was donated to the museum. L&N furnished many parts, notably trucks and traction motors from retired F-7's, in order to get her running again. Working together, KRM and L&N have restored her handsomely. The loco is painted in original Monon scheme, with only a small logo mentioning KRM. I saw her October 19th in the Louisville station — she was just perfect!

No. 32 was operated for 200 miles with a six-car test train from Louisville to Bloomington, Ind., and return. Cars used were representative of railroads which have sponsored the museum — two L&N baggage cars, a Southern coach, two CB&Q suburban coaches leased from Mid-Continent Railway Museum, and an Army kitchen car built by St. Louis Car Co. in 1952. The Kentucky Railway Museum, located in Louisville, hopes to run the BL-2 on organized trips and use the profits to rebuild L&N light Pacific No. 152, a job which is already well along.

In Greensburg to the north, in the same state, the Indiana Railway Museum is keeping active this winter by hauling charter trips behind a Plymouth gas-mechanical four-wheeler. IRM operates in summer with No. 11, an 0-4-0T. A recent gift to the museum was four Swift (GATX) 50-foot mechanical refrigerator cars.

AN ITEM in our November issue concerning GO Transit and CP Rail's exchange of equipment contained a couple of gremlins. First, GO No. 9810 is a GP-40-2 with a "crew-comfort" (wide) cab, while No. 9861 is an auxiliary power car rebuilt from an Ontario Northland (not Toronto Northland) FP-7.

Tom Henry, information officer for the Toronto Area Transit Operating Authority, 3625 Dufferin St., Downsview, Ontario, Canada, says the exchange of equipment with CP Rail was an effort to get passengers- comments on that subject. The CP bi-levels operated in Toronoto, while GO-GO's equipment toured Montreal. Toronto riders showed great enthusiasm over the bi-levels. However, GO Transit has ordered 30 more commuter coaches similar to those it now operates, due next fall. However bi-levels may be in Toronto's future.

GO Transit locomotives are of two designs: 9800-9807 (GP-40TC), and 9808-9814 (GP-40-2 wide-cabs). There are five auxiliary power control units (ACPU's) which look like standard EMD FP-7's but supply only heat and light power and serve as control cabs when the locomotive is in "push" position. This same setup is used on Long Island with Alco FA's.

Photographed by Charles B. Castner, for Kentucky Railroad Museum

"How's she runnin," Stan?" retired brakeman asked L&N engineer Stanley Cobb, in cab of former Monon BL-2, last October. One of the very few remaining rare-bird BL-2's, the diesel pulled a Kentucky Railroad Museum test train from Louisville, Ky., to Bloomington, Ind., and back. The museum had restored it to good operation condition.

IF YOU are familiar with the area of Washington, D.C., you know about the Baltimore & Ohio's unique Georgetown branch, which leaves the mainline at a point west of Silver Spring, Md., called Georgetown Junction, and ends on the Potomac River in historic old Georgetown, D.C., not five miles from Eckington Yard, where the train makes up!

Business there has been tailing off lately, as the construction trade accounts for most of the cars (lumber, concrete, and panelboard); but in recent years the branch was fairly busy. Since reopening after the disastrous hurricane of 1972, trains have been long and heavy. Many loads of new ballast went down the branch. In the days when I was a kid, B&O used a Q-3 or Q-4 2-8-2 on the line. We then saw Alco S-2's and GP-7's, F-M H-10-44's; GP-30's, and GP-9's. There have been sightings of C&O U-23's and even an SP SD-45T-2!

The branch made big news on November 5th when the State of Maryland and Chessie System decided to rebuild the crossing over Connecticut Avenue at the hamlet of Chevy

This diesel-powered revolving broom, the Kalamazoo Ballast Regulator, like a streetsweeper, is used when track has to be raised from one to four inches and new ballast applied from hopper cars. It sweeps ballast from top of ties into cribs, restoring the shoulders and correcting the profile. Terri McCraig of Kathleen, Fla., is shown photographing a close-up of its cab at Lakeland on September 14, 1974. Looks like page out of Rube Goldberg's notebook. (O.W. Brooks of Emporium, Pa., supplied factual data.)

William T. Morgan, AG2 OA Division U.S.S. Saratoga, CV-60 fpo New York 09501

Chase Lake. Train frequency at the time was a single freight twice a day, or one trip to Georgetown and one back. However, Connecticut Avenue, a six-lane highway at that point handles 45,000 automobiles every 24 hours! Of course, most of them have rush-hour drivers. The job will require the highway to be cut to three lanes from 9 a.m. to 3:15 p.m., with metal plates used to carry autos over the unfinished work the rest of the time. I'll bet a lot of people who had never noticed the little line will always remember the terrific traffic jams.

GENERAL ELECTRIC announces a $100 million order from the Federal Railway System of Brazil for 195 locomotives, 105 of which will be 2000 hp and 90 of 2300 hp. Brazil's gage is one meter. The locos are being built by GE's Brazilian facility at Campinas, with assistance and major components coming from GE's main plant in Erie, Pa.

CAN ANYONE living in the area of Ashley or Eckley, Pa., supply info as to what type Army locomotive was (or still is) used there by Beltrami Enterprises? A Cumberland, Md., newspaper dated 10/22/74 reported that such a unit had been loaned to Beltrami from an Army base in South Carolina "for 120 days." Beltrami also got some hoppers; they haul coal nine miles from Eckley to the Huber breaker at Ashley. The coal strike might have lengthened that lease time — or possibly scotched the whole thing.

LEHIGH VALLEY wants to buy a dozen new GE U-23B's to replace 18 older units, and the USRA has approved the financing. The locomotives, costing $3.4 million, will eventually be used by Con Rail, assuming such a plan goes through.

AMTRAK'S George Whitcomb Riley travelled from Chicago to Washington on November 22nd through Cincinnati behind AMT 616, a big new SDP-40F, the first time one of those fellows ever visited Cincinnati. No. 616 went back west on Thanksgiving morning. The eastbound crew from Chicago claimed she wouldn't load over 50 mph — in their words, "two old F units could have done better."

AS WE WAIT and wonder about the proposed Freedom Train, more roads are joining the "patrotic paint" bandwagon. Milwaukee has applied red, white, and blue to SD-40 156 without changing her number. Photo in February Railroad Magazine. The Bangor & Aroostook added digits to a GP-9 and came up with a sparkling red, white, and blue 1776. It is rumored that Santa Fe will field five "patriotics," numbers and types unknown.

Meanwhile, what about the Freedom Train itself? John Kunis of Cumberland, Md., says that as of Nov. 25th, the Preamble Ex-

press's E-9 No. 951 was stored behind the B&O's big Cumberland shops. NKP 2-8-4 No. 763 is reported to be in unworkable shape in Elizabethport, while a sister, the 755, is still in Conneaut, Ohio. Now a Portland, Ore., newspaper reports that a Southern Pacific 4-8-4 Daylight, No. 4449, has been moved to a roundhouse for renovation, for the Freedom Train venture. Built in 1941, the big Lima was retired in 1958 and spent all of the 1960's as an exhibit in Oaks Park, Portland. She was inspected by Russell Shipman, who plans to have her operating this April, after a $75,000 reconditioning financed by the American Freedom Train Foundation. That doesn't sound like EMD diesels, but it also doesn't sound like NKP 2-8-4's, although Lima Locomotive Works remains constant. Wait and see.

A RUMOR in this area concerns Southern. In December, a high-level inspection trip and a traffic study were done by both Penn Central and Southern officials on the former New York Central (now PC) line between Cincinnati and Chicago. Reportedly, Southern President Claytor personally looked over the line from a Hi-Railer. Object: a possible sale of the line to the Southern. It may sound incredible, but we have seen wondrous things from the Southern under Graham Claytor's leadership. (Incidentally, he is one of this magazine's Interesting Railfans.)

Not one, but four operating steam engines, are used occasionally, and the elegant Southern Crescent — in an age that might see passenger travel become a total Government operation, with high-nosed, bi-directional, big-hood units, run-through freights, and a study of mainline electrification, to mention a few. So don't discount this new tack — the Southern in Chicago? Could be!

READING'S new EMD GP-39-2's have been delivered. John Kunis spotted 3401 and 3405 at the B&O facility in Cumberland, Md., on December first. Thus Reading follows Santa Fe's lead in selecting these in an order for 20 (3400-3419).

Also passing through Cumberland (Nov. 19th) were six Alco MRS-1's, those big six-axle hoods built for the U.S. Army in the mid-fifties. These were 2049-50-53-54-55 and 2056. They were headed for the Alaska Railroad from an Army storage depot in Pennsylvania. John questioned the Army riders, who would accompany the units to Alaska. It turns out that the Alaska road is very short on power, due to the pipe-line construction. The units will go overseas out of Seattle.

Speaking of Alaska, those photos of the White Pass & Yukon DL535E's which our December issue featured are the work of John Henderson, 2363 N.W. 67th, Seattle, Wash. 98117. They came from Bob Bixby of Chicago, who now owns the negatives. John says the location of both photos is Whitehorse, Yukon Territory, not Skagway as stated. The most important correction is that the 102 (not 101) was burned in the fire. Both charred hulks, after being stripped of usable parts, were cut up last summer.

What was not so widely reported was that 2-8-2 No. 72, in use as a stationary boiler, also was destroyed and is a prime suspect as the cause of the fire. Well, she certainly had the motive . . .

John adds that misleading statement should be clarified — the eight remaining DL535E's are not the WP&Y's sole motive power. All 11 of the plow-nosed GE 85-tonners remain. There are two GE 25-tonners from Colorado Fuel & Iron in Pueblo, Colo., and a Davenport 25-tonner which did duty on the D&RGW narrow-gage in the Fifties. Only one of the ex-CF&I locos are used, however. So WP&Y's roster shows 21 units, 20 of them active. On Memorial Day in 1972, when John took the two photos we used, he saw 19 of the 21 units in photographable locations.

FROM SOUTH AMERICA come a letter and photos from Sergio Kodemo, Jose Pachecode Melo 3056, Capitol Federal, Buenos Aires, Argentina. He sent us two views of Ferrocarriles Argentinos 7050, a Baldwin "Shark" R-615-E, a GE U-13C, U-18C, and a narrow-gage GE 1400-hp C-C cab unit strikingly similar to the WP&Y 85-tonners. Sergio says his Government Railways operate many different makes of diesels on its three gages. He mentions units from Baldwin, GE, Alco, MLW, EMD, Gaia-Brede, Cockerill-Ougree, Alsthom, and Fiat, as well as English-built electrics and Hitachi-Toshibe electric MU cars, to name a few. What a variety! He'd like to hear from fans in F-40C and Sanata Fe U-30CG territory.

NOW WE HEAR from a Penn Central man, Ronald H. MacLean, 510 Hattie St., Schenectadty, N.Y., who says that big Alco C628 No. 6300 was on TV 6 in early December, far from dead. Before that, 6310 was on a work train. The Schenectady switcher is 9956, one of those "DeWitt Geeps," an Alco RS-3 re-engined with an EMD 567.

CONTACT C. W. Jernstrom, 822 Pelham Dr., Fort Wayne, Ind., for official drawings and spec sheets on Lima diesel locomotives. He deals mostly in steam photos, of which he sells a wide variety, and has no value set on these. Make him an offer.

NOTE on the DL-109's from Charles Grabert, 170 Read St., Bridgeport, Conn. 06607: There were five paint schemes on New Haven's DL-109's. We missed the Cranberry Red, used on the entire Cranberry Special which ran to and from Cape Cod. Also interesting was the nose diaphragm used on one of the units (no idea which one). As NH had no "B" units, this was necessary when three units were operated. I have never seen a photo of this unit.

Charles says most NH men liked the DL-109's. If one prime mover failed, they still had one at 1000 hp to bring her in. Also, the parts were interchangeable with the S-1 and S-2 switchers, helping the parts supply.

James C. Lisk, 3900 Freedom Dr., Charlotte, N.C. 28208, recalls that the Southern's units were the only ones with Oscillating Mars lights, as opposed to fixed beam secondary headlights on the others mentioned.

In 1967 the Santa Fe took delivery of a huge unit with a definite new shape. It was a cross between an SD-45 and an F-7, a big C-C cab unit obviously meant for operation in one direction — cab first. This was a departure from the standard chopped-nose hood configuration which EMD had been offering

B&O GP-38 No. 4814 shows two stacks and as many large radiator fans at Cincinnati in '72.
Photograph by Jim Edmonston

as "standard". For lack of a better name, the staff of X2200 South referred to it as a "cowl unit.'

EMD called it FP-45, a 3600-hp C-C passenger/freight hauler, using a 20-cylindered turbocharged 645E3, with a boxy, clean-sided body sloping in at the roofline. The cab features sloping "shoulders" and a flat nose, with the usual "porch" of a hood unit and railings to match. Really, the FP-45 is an SDP-45 covered with a shroud or cowl, which does not form part of the superstructure, as did the bodies of the older "F" units. Its purpose is to create an airtight car body, to cut air resistance, and to provide protection for trouble-shooting en route.

Santa Fe requested the units. That road just couldn't see hood units on the Super. The steam generator added length, pushing the units to a whopping 72 feet, 4 inches. Santa Fe's classic red, yellow, and silver "war bonnet" passenger scheme really set them off. Santa Fe's units were numbered 100-108, but their passenger days were numbered. The road joined Amtrak in 1971, and the big fellows were regeared, repainted, and renumbered (5940-5948) and put in the freight pool, where they operate today. Their steam generators have been removed, but the length remains.

Milwaukee ordered five FP-45's, numbered 1-5, the only others built. When Amtrak came, Milwaukee also regeared and removed the steam generators, and now uses their big fellows on freights.

The freight-only version was called F-45. The only difference is lack of a steam generator, hence shorter length (67 feet, 5½ inches) and lack of the partitioned fuel tank. ATSF followed their FP-45's with forty F-45's (1900-1939, since renumbered 5900-5939), while Great Northern took fourteen. After the merger GN 427-440 became Burlington Northern 6600-6613. Then BN itself ordered 32 more (6614-6645). Thus, the only roads now operating FP-45 are ATSF and MILW, and those using F-45 are ATSF and BN. Only fourteen FP-45's were built, but 86 F-45's. Period of construction was 1967-'71. The new SDP-40F replaced the FP-45, and the F-45 has not been repeated, giving way once more to the hood unit SD-45-2. The "cowl" idea was used on Union Pacific's great DDA-40X's and is reflected again in MLW's "crew comfort" cabs in Canada.

Chicago-Area railfans see most of these units, but they have been spotted also in the East on BN and ATSF run-through freights on the Erie Lackawanna and Penn Central. Once seen, never forgotten.

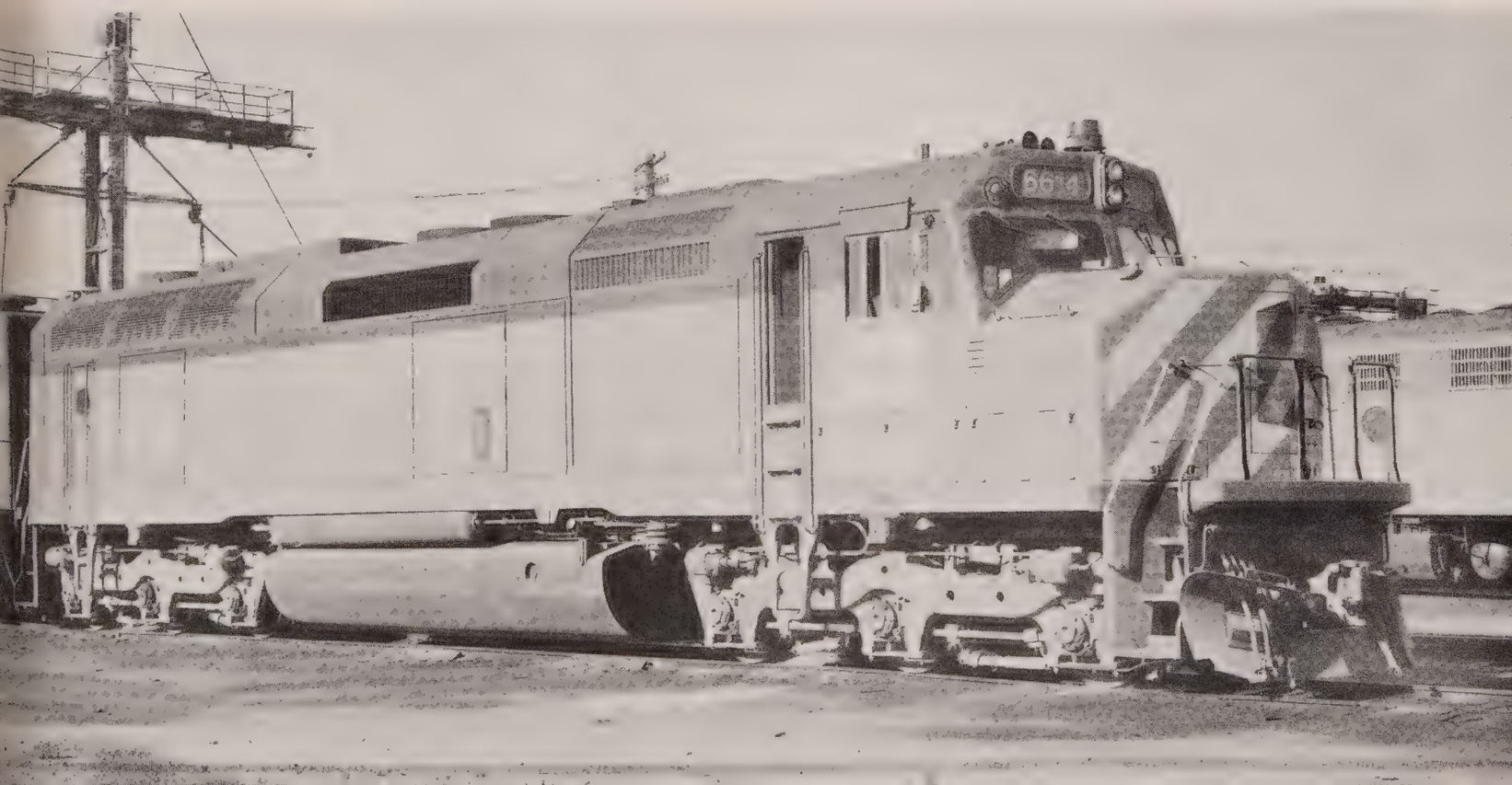
CONTINUE sending diesel news to my home, 821 Clearfield Lane, Cincinnati, Ohio 45240.

Ferrocarriles Argentinos (Baldwin, 1954), a R-615-E of 1500-hp, has a modified shark nose similar to Baldwin's "Train X" (Ohio Xplorer). She's at Buenos Aires in 1974.

Photograph by Sergio Kodemo

Jim Herold photo, from X2200 South files

Burlington Northern 6614, shown at Chicago in '70, was first F-45 bought after merger.



IN SEARCH OF STEAM

Mike Eagleson

SOUTHERN PACIFIC outshines all other steam doings this month. Portland, Ore., has agreed to loan its ex-Espee 4-8-4 No. 4449 to the American Freedom Train Foundation. The Foundation is a non-profit, non-political group financed by Atlantic Richfield Co., General Motors Corp., Kraft Food Div. of Kraft Co., Pepsico Inc., and Prudential Insurance Co. Some $400,000 will be used to restore the Daylight and its 24-car train which will carry treasured national documents and artifacts through 48 states. A $100,000 bond was posted to assure the loco's safe return to Portland after the two-year, 96-city, crosscountry, BiCentennial celebration tour. The Foundation also has been negotiating with the Santa Fe for use of its 4-8-4 No. 2925, long stored but nearly serviceable at Belen, N.M. Apparently the two ex-Nickel Plate 2-8-4's, Nos. 755 and 763, originally scheduled for this train, will not be used.

Personally, I am delighted with the choice of the SP GS-4 over the Berkshires The big 4-8-4 will have her distinctive side skirts restored and her number boards returned to their former position beside the smokebox. She will be painted red, white, and blue to match her train. I only hope that before she is returned to Oak Park in Portland, at least one excursion can be run with her historically-accurate orange, black, and silver colors, with the words Southern Pacific on the tender and correct lettering and striping on her cab.

THREE steamers are stored in a deadline on the property of the Standard Gravel Co. at Clifton, La. Two ex-Texas & New Orleans (SP) 0-6-0 72. One of the owners, John B. Green, hopes to restore one of the locomotives to operating condition, reports Pacific News.

LONG stored at Clearfield, Ky., the former Morehead & North Fork 0-6-0 No. 12 may be reconditioned for a new tourist road, reports Roger Roush, Riveville No. 2, Moorehead, Ky. 40351. She used to be a Southern Railway engine.

A SMALL steamer is wanted by Mrs. Ethel Noyes, executive vice president of Historic Towne of Smithville, N.J., 08201. This museum is considering the addition of a steam locomotive and train to its displays, and may even operate them.

STEAM still hung on at Ft. Eustis, Va., last summer, according to Steven P. Cryan. 13 Victoer St., Hamden, Conn. While at summer camp on June 2nd through 15th, Steve worked on Army 2-8-0 No. 607. She is believed to have run her last, however.

FORMER Northern Pacific 4-4-0 No. 684 was moved from Spokane, Wash, recently to Bonnanzaville, West Fargo, N.D., for display. An old ex-SOO line, ex-Koppers Coke Co. 0-6-0 from Minneapolis, Minn., is now in Fargo being restored by the Steam Trashers Assn. for eventual operation, says Duane D. Durr, 10 32nd Ave. N. E., Fargo, N. D.

UNION Pacific Big Boy No. 4023 is expected to be placed on display in Omaha, Nebraska. Challenger No. 3985 is scheduled to be placed near the depot in Cheyenne, Wyoming.

ROYAL Hudson No. 2839, now being restored by the Atlantic Central steam railroad of Bethlehem, Pa., has just successfully passed her hydrostatic boiler test. Now that her boiler work has been completed, the big reassembly job may begin. Hopes are to have her test-steamed sometime this summer.

STILL sitting on a short abandoned piece of track on the property of Traxler Gravel Co. in Crystal Springs, Miss., are three ex-Illinois Central steamers. Heavy 0-8-0 No. 3571 is joined by 0-6-0's Nos. 261 and 272, reports C. E. Stephens, Rte. 8, 102 Edwards Dr., Gulfport, Miss. 39501. Perhaps a group of IC fans could get together and preserve these examples of Class 1 steam power. Also in Mississippi, at McComb, IC 4-8-2 No. 2542 rests in the city park in excellent

Misty wreaths of steam emanate from Pennsy K4 5439, supplying heat for Woodbine Colony, an institution for boys in Woodbine, N.J., during winter 1956-57. Anyone know details?
Aaron G. Fryer, 6001 Drexel Rd., Philadelphia, Pa.

Indian Railway plans to keep in service every steam locomotive built since 1958. Slow pace of electrification dictates a continuance of steam power on an indefinite basis.

Bruce Russell, 33 Lorraine St., Glen Ridge N.J. 07028

condition. She would make a fine mainline trip engine.

New Steam Publications

The Erie Lackawanna Story, by Paul Carleton, 480 pages, hard cover, 8½ x 11", hundreds of photos, plus maps, D. Carleton Rail Books, $30.

At last, a photo opus on the EL and its predecessors! Starting with steam power on the former Erie and Lackawanna, the author covers the major types in smoky action shots and roster portraits right up to that dieselized October day in 1960 when the Erie and Lackawanna merged. For steam-oriented fans, the book is excellent.

Present-day diesel and electric enthusiasts are offered the most nearly complete pictorial coverage available on first and second generation locos from both roads. I'd like to have seen some attempt made at compiling a roster for the two lines. Although the text is occasionally weak in content, the book is carried on its outstanding photo documentation. I think it should have been called Erie-Lackawanna Pictorial. Truly a must for fans of the gray and maroon.

Sherman Hill, by Ehernberger and Gschwind, 128 pages, hard cover, 8½ x 11", photos maps, rosters, drawings, E & G Publications, $10.95.

The name Sherman Hill must rank high on the list of the half dozen or so best places to watch trains inthe U.S. Finally, a book has been compiled to pay respect to those tall columns of smoke which once never cleared from the hill. This was Big Boy country crucial point on the Union Pacific representing the toughest mainline grades and the busiest stretch of track on the entire system. The authors start from the building of the hill, through the great days of steam, to today's diesel era and line relocation. Gradient profiles, tonnage ratings, and a complete account of the last Big Boys over the hill in 1959 supply interesting reading. The plentiful smoky action shots alone make this book a must.

Spokane, Portland & Seattle Ry., by Charles and Dorothy Wood, 159 pages, hard cover, 8½ x 11", maps, rosters, timetables, and hundreds of pix, Superior Publishing Co. (No price quoted)

Very little has been written about the movite power and operation of the SP&S. This work fills a gap and is the all-around definitive book on the subject. Loco fans will be delighted with the engine photos. Many of these engines were former GN or NP machines and found a new home on the SP&S. Numerous anecdotes and little-known facts about this scenic line will enthrall rail-history fans.

Great Trains, edited by Bryan Morgan, 260 pages, 10 x 12", hard cover, photos, maps, drawings, Crown Publishers, Inc., $35.

This is a deluxe intellectural, coffee-table type book on the history of railways all over the world. Not for the average railfan, it will appeal more to the sophisticated international enthusiast who prefers railway concepts to loco numbers. The Golden Age is well documented, as are chapters covering stations, famous trains of each continent, and the railway in the cinema. This well researched, meaningful, art book on trains is monumental.

National Railways of Mexico 4-8-4 No. 3038, QR-1 class, sits on display in Chapultepec Park, Mexico City, in '74.

Tough work on a hot day. U.S. Customs inspector and Grand Trunk workman inspect a string of boxcars that have just crossed under the St. Clair River by tunnel from Sarnia, Ont. Scene was taken in front of the old Grand Trunk station at Port Huron, Mich., on July 16, 1974.

John Uckley, 414 W. 4th St., Monroe, Mich. 48161

St. Johnsbury & Lake Champlain Swanton, Portland-built in 1871, at scene of washout near Hardwick, Vt., in '87. Collection of Gorton T. H. Wilbur

BOOKS OF THE RAILS

by GORTON T. H. WILBUR

Vermont's Covered Bridge Road, by Edward A. Lewis, 131 pages, 8¼ x 11", soft and hard covers, photos, rosters, timetables, passes, maps; The Baggage Car; $5.95 soft cover, $10.95 hard cover.

As a young man prowling around northern Vermont with a camera many years ago looking for rural area engine and train scenes I knew that "StJ&LC," spelled out, meant St. Johnsbury & Lake Champlain. Even after 1948, when it became St. Johnsbury & Lamoille County, many old settlers still used its former name. In dedicating this book to the late Warren Fancher, "Mr. StJ and himself," Ed Lewis has well chosen his candidate. He has woven his StJ yesterdays and todays, in fine pix and text, that would have made Warren and another rail historian of the area, my friend Elwin K. Heath, proud indeed of this book.

The railroad had been built originally as a possible bridge line connecting the Midwest with Portland, Maine. The dream fell through and has been a local road since the early 1870's, traveling through five covered bridges at one time as it twisted through the scenic area between St. Johnsbury and Swanton. Today only one of those colorful bridges remains. Ed also has a chapter on the old Hardwick & Woodbury, once a busy connecting line. The book includes high-quality photos by Jim Shaughnessy, Jim McFarlane, Phil Hastings, Walter James, and the 470 RRE Club, also reproductions of old timetables and passes and an alltime steam and diesel locoroster.

Keystone Steam & Electric, by William D. Edson, 137 pages, 8¼ x 11", soft cover, rosters, text; Wayner Publications, $5.95.

Edson has finally put together something that many other rail historians tried in vain to do . Compile a record of Pennsy steam and electric locos, namely, in this instance, since 1906, the year Railroad Magazine was founded. Another plus is the numerical index of engines on the alltime PRR listing, back to the very first numbers in 1857. Finally, there is a list of engines built at the Juniata shops in Altoona, beginning in 1906. Pennsy steam enthusiasts will find their favorite loco classes included from the early 4-2-0 D6, H6b, FF2s, through K4s, H9s, and L1s to the last great steam classes S1, S2, and T1s.

Electric fans will like the listing of such early juice locos as Westinghouse A-C odd-D and DD1 class through FF1s to the present work-horse GG1s. Bill Edson's introduction says the sources for material in this volume are official PRR locomotive registers, shop records at Altoona, and construction lists of many builders. Much of the info was originally compiled in a different form by J.D. Lovell, who worked for years at Altoona and devoted spare time to loco research. Among others who contributed valuable data are Charles M. Smith and Jack White, both of the R&LHS, and Harold L. Goldsmith.

Canadian Pacific Railway, Pa. trick C. Dorin, 175 pages, 8½ x 11", hard cover, photos, rosters, timetables; Superior Publishing Co., $13.95.

The author never intended this to be a heavy volume. What he has done is an interesting capsule history of the CP's pioneer days and development into one of the world's finest railways. This is done in easy flowing text and excellent pix of motive power and rolling stock, old and new. Steam shots range from 4-4-0's wheeling early varnish in the Canadian Rockies. Nor must we forget CP's great stable of Pacifics; a close-up of a big Lima Shay; FA's and GP-9 diesel locos in action; separate chapters on Duluth, South Shore & Atlantic, the Dominion Atlantic, and the Quebec Central; plus all-too brief steamboat activities, with steam and diesel rosters balancing a good book. I suppose the truck and airplane part of CP had to be included, but, praise be, is humanely short.

Periodicals and Journals

Railroad History No. 131 of The Railway & Locomotive Historical Society (Autumn '74), edited by John H. White, Jr., has 144 pages, 6 x 9", text, photos, rosters, maps, and book reviews, published by R&LHS, Harvard Business School, Room 133, Kresge Hall, Boston, Mass. 02163; free for members, non-members $7.50; (annual membership $7.50, contributing $12.50, library and institutions $6, and life, $100).

Each issue, as soon as it's published, becomes a collector's item; and Jack's treatment of a rail historian's favorite, the Erie, certainly has one here. Like his most recent treatment of the Lehigh Valley, which is indeed hard to find, Railroad History No. 131, is an historical gem. G. M. Best, G. W. Armstrong and W. D. Edson have joined forces to compile an alltime Erie loco roster, steam and diesel. It's all there from the early days of New York & Erie (1840-1861) through Erie Ry., the Atlantic & Great Western; the New York, Lake Erie & Western; and the New York, Pennsylvania & Ohio to the present Erie Railroad, beginning in the mid-1890s. Art editor Betty Tone's fine cover drawing of No. 3367 sets the pace for this high-quality, outstanding issue.

B&M Bulletin, Fall '74, edited by John C. Hutchins of the Boston & Maine Historical Society, Inc., Box 302, Reading, Mass. 01867; 31 pages, 8½ x 11", photos, rosters, diagrams. "Headin' for Elmwood," the cover photo showing a B&M 4-4-0 No. 177 (ex-Eastern R.R.) crossing Glenbrook trestle in Marlboro, N. H., en route to Elmwood Jct. about 1905, indicates the good reading ahead. Richard W. Symmes and E. Robert Hornsby follow up with a nice article on Elmwood Jct., with good pix of northern New England small-town railroading long ago. Post-1911 E&M steam roster; part V, is there also.

Brass Pounder's Gossip, edited by Harwell E. West, published bi-monthly by Toledo Morse Telegraph Club, 102½ Rosalind Place, Toledo, Ohio 43610. You can't go wrong for a three-buck membership

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English language railbook still in print if it retails at $3 or more. Allow from 4 to 6 weeks for delivery.

New York State residents must enclose 4 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is located in New Rochelle, N.Y. To avoid delay, send separate checks for books and magazine subscriptions. On all Canadian orders add 10 percent. On all other orders add 40¢ per book for postage.

The books are available only by mail through Railroad Magazine Book Service, 420 Lexington Ave., New York, N.Y. 10017.

	List Price	Our Price
THE RAILROAD CABOOSE, by Wm. F. Knapke and Freeman Hubbard	$ 8.95	($ 8.50)
RAILBOOK BIBLIOGRAPHY, by Hudson	$ 5.00	($ 4.75)
STATIONS WEST, by Edwin D. Culp	$12.95	($12.35)
WESTCHESTER'S FORGOTTEN RY., by Roger Arcara	$ 5.95	($ 5.65)
TWILIGHT OF WORLD STEAM, by Eagleson and Ziel	$14.95	($14.20)
NARROW GAUGE RYS. OF CANADA, by Lavalle	$11.95	($11.35)
MILWAUKEE ROADS WEST, by Wood	$14.95	($14.25)
PIKE'S PEAK COG ROAD, by Morris Abbott	$12.95	($12.35)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
HETCH HETCHY AND ITS DAM RR., by Ted Wurm	$13.50	($12.82)
THE RAILROAD SCENE, by Wm. Middleton	$10.00	($ 9.50)
4-8-4 STEAM PICTORIAL by Bob Wayner	$ 6.95	($ 6.60
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$11.95	($11.35)
CANADIAN NAT. STEAM POWER, Clegg and Corley	$12.95	($12.30)
LAKE SUPERIOR RAILROADS, by Dorin	$10.95	($10.40)
L&N STEAM LOCOMOTIVES, by Richard Prince	$12.50	($11.90)
SOUTH SHORE INTERURBAN, by Wm. Middleton	$11.95	($11.35)
PENNSYLVANIA RAILROAD K-4S, H.P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E.J. Quinby	$ 8.95	($ 7.50)
PENNSY POWER, by Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, by Donovan and Henry	$ 7.95	($ 7.55)
MEXICAN NARROW GAUGE, by Gerald M. Best	$ 7.50	($ 7.15)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
STEAMING UP! (AUTOBIOGRAPHY: VAUCLAIN)	$ 8.95	($ 8.50)
HORSESHOE CURVE AND ALTOONA, by Albrecht	$ 4.50	($ 4.25)
MORRISTOWN & ERIE, by T.T. Taber III	$ 6.95	($ 6.60)
THE ULSTER & DELAWARE, by Gerald M. Best	$13.95	($13.25)
THE COLORADO ROAD, by F. Hol Wagner Jr.	$15.00	($14.25)
GHOST RAILROADS OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, by H.H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 8.95	($ 8.50)
RAILS TO POSSUM TROT, by J.A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$10.00	($ 9.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$12.50	($11.90)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
20TH CENTURY LIMITED, by Lucius Beebe	$ 6.95	($ 6.60)
THE TRAINS WE RODE, by Beebe and Clegg, Vol I	$17.50	($16.60)
THE TRAINS WE RODE, Beebe-Clegg, Vol II	$17.50	($16.60)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by James Shaughnessy	$16.50	($15.65)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
OPEN THROTTLE (rail-fiction stories)	$ 4.95	($ 4.70)
STEEL RAILS TO VICTORY, by Ron Ziel	$15.95	($15.20)
GREAT LAKES CARE FERRIES, by George W. Hilton	$ 6.00	($ 5.70)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by James Shaughnessy	$11.50	($10.90)
JANE'S WORLD RAILWAYS	$55.00	($52.25)
RIGHT-OF-WAY (Abandoned Roads)	$ 4.95	($ 4.70)
SANTA FE'S BIG THREE	$17.95	($17.90)
AMTRAK CAR SPOTTER, edited by Bob Wayner	$ 4.95	($ 4.70)
RAILROADS OF CANADA, by Leggett	$ 9.95	($ 9.50)
THE GREAT TRAINS, Bryan Morgan	$35.00	($33.25)
CHICAGO SURFACE LINES, Alan R. Lind	$17.50	($16.60)
INTERURBANS OF UTAH, by Ira L. Swett	$ 8.00	($ 7.60)
RAILROAD FREQUENCY LIST, by Norm Metcalf	$ 4.00	($ 3.80)
THE STORY OF EDDYSTONE (Baldwin Loco Works)	$ 8.95	($ 8.50)

to a club that includes this lively periodical carrying the flavor of old boomer days of Morse and steam.

The Travel News, P.O. Box 9007, Berkeley, Calif. 94709, $7 annually, 35¢ a copy. This analytical, breezy, twice-monthly journal of about 17 pages delves into U.S. and Canadian rail and transit passenger operations.

The Fast Mail, 20th Century Railroad Club, 10700 S. Seeley Ave., Chicago, Ill. 60643. Interesting newsletter of a wide-awake group. For details write to them. This same club brought about the first railfan radio program, the Rail City Special, aired each Sunday at 7 p.m. from Chicago over Station WOJO-FM, 105 on the dial, and heard in many suburbs.

THE SWITCH LIST

All ads in this section cost 15¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

CANADIAN steam pix, actions, stills: CN, ONR, TH&B, NAR, PGE, CP, many short lines. 40-page list and sample 8 x 10 for $2. Write Dick George, RR 1, Waubaushene, Ont., Canada.

COLOR SLIDES of diesel and steam locomotives, large assortment covering all class 1 railroads and many short lines. Also black and white action photos. Sample and catalog, 35c. Midwest Photo, Box 13801, St. Louis, Mo. 63147.

SETH BRAMSON, 8035 Cecil, Miami Beach, Fla., 33141, buys, trades for anything FEC or predecessors, anything Fla. Buys rail, trolley and in quantity. Sells selected items; fills wants lists.

PACIFIC ELECTRIC 8 x 10 photographs. Old time views of the 1910-'20 era, some train shots, also some post-war views. No list. Sent on approval in groups of 10 or 20, you pay 1st class postage both wasy. $6. each. — Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556

CHICAGO & NORTH WESTERN RR. historical memorabilia wanted. Alden Miller, 3212 34th Ave., South, Minneapolis, Minn. 55406.

FOR SALE: railroad emblem watch fobs in colored porcelain, only $2.50 each. Have over 60 different. Send 10c for free list. Also have bolo ties and belt buckles. Hoover's, 120B Fruit, Peru, Ill. 61354.

I WANT ANYTHING on the Duluth, Winnipeg & Winnipeg. Working on book. Also interested in KO&G, MV, OCA&A. Also pre-merger only CB&Q, C&S, FW&D, WV. Will buy or trade Burlington Lines steam and diesels negs., pub. and emp. tts., passes. List completely what you have. If you desire to trade, send SSE.Jim Seacrest, 2101 Birchwood, North Platte, Neb. 69101.

DIESEL SLIDES. Aug. '74 catalog with over 3300 listings of locos from class 1's, short lines, and industrials; 75c for catalog and sample. Porreca, Box 22, Boulder, Colo. 80302.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460 sells reconditioned cameras, sizes 120-620, 116-616, for large oblong negs.; details free.

8 x 10 PHOTOGRAPHS, Sacramento Northern: Passenger trains in action 1930-'40 era. Mostly between Oakland and Concord, some from other areas. Glossy finish, double-weight paper. No list. Sent on approval in groups of 10 or 20, you pay 1st class postage both ways. $6. each. — Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

VISITING CANADA? "Locomotive Directory, Southern Ontario," locates all power depots and yards, Windsor to Ottawa, $1, from Holland, 1201-129, Bold St., Hamilton, Ont., Canada, L8P 4R1.

COMBING THE NATION for timetables, top prices; try us first. Antique Timecard Acquisitors, 120 Gulfview, Ft. Myers Beach, Fla. 33931.

FOR SALE: RR. lanterns, keys, locks timetables, cap badges, china silverware. Send 50c for monthly list. George Ballard, P.O. Box 41, Princeton, Ind. 47670.

OLD RADIO programs on cassettes or reels. Your favorite shows return. We have thousands of programs to choose from: Amos and Andy, Fred Allen, I love a Mystery, Inner Sanctum, Sherlock Holmes, etc. Send 50c for our catalog to Remember Radio Inc., Box 2513U; Norman, Okla. 73069.

WANTED: Original edition of 1909 Locomotive Dictionary. State condition and price. Austin F. Barr, Rt. 2, Box 88, Harrisburg, Ark. 72432.

WANTED: ACL pix and employee timetable, Montgomery, Ala., to Waycross, Ga., around 1945-48. Pix of 1500 class ACL Pacific and Southwind in steam, Montgomery Union Station, Thomasville station and yards. Also need Sumpter Valley pix around 1945 until its demise. Articulated, crummies, station, yards, etc. Pix of SP Ten wheeler 2248 used as fire engine at Truckee. T&P Ten-wheeler 316. Magma Arizona 7. Jim Satterfield, P.O. Box 26796, Houston, Texas 77032.

"THE VILLAGE DEPOT" tells the agent's story as never before. A soft bound collector's guide, $4. Bartz, 11210 Lavender, Fountain Valley, Calif. 92708.

ENEMY BROADCASTS! Fascinating LPs of World War II propaganda broadcasts with popular U.S. dance band recordings of the period. Sgt. Barry Sadler, Producer. #V1941, "This is the zero Hour: Calling in the Pacific," featuring Tokyo Rose; #V1945 "Germany Calling," featuring Lord Haw Haw, Axis Sally. Valuable documentaries. $6 each, or both for $10. Packing, postage, and insurance (1 or 2), $1 each.Send money order (for immediate shipping) or personal check to NRA Records, Dept. G, Box 50440, Nashville, Tenn. 37205.

FOR SALE: approximately 40 old timetables in excellent condition. Send SSE for list to make offer W. B. Griffin, 406. Security Trust Bldg., Lexington, Key. 40507.

PHOTOGRAPHS, traction: Key System, 1ER, msr, SF Muni, NWP, PSR, Eureka, PGE, SN, CCT, Stockton, Fresno, Bakersfield, Visalia Electric, Pacific Electric, Lary, SDE, San Jose, SF&NV, others. Sent on approval in groups of 100 or more. You pay 1st class postage both ways. 616 size 60* each, 122 size $1 each. Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

PHOTOGRAPHS, steam and diesel: misc. grab-bag selection from in stock fotos. No list. Lines like Pennsy, NYC, SP, NP, B&PO. others, also short lines, loggers, and private carriers. Some passenger cars. Sent on approval in groups of 100 or more, you pay 1st class postage both ways. 616 size 60¢ each, 122 size $1 each. — Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

INTERESTED IN ELECTRIC railroads and transit? Join the Electric Railroader's Association. For information and sample of our monthly publication, "Headlights," send five 10¢ stamps to ERA, Dept. B, 145 Greenwich St., New York, N.Y. 10006.

WANTED: Central Electric Railfans' Association Bulletins nos. 96 (Ohio) and 101 (Southern Indiana). Please make offer. Allen Morrison, 175 W. 13th St., New York, N.Y. 10011.

JOHNSON trolley fare boxes, type D manual, from $50 up, motorized from $60 up, F.O.B. Boston. Back issues, T&M, RMC, tickets, transfers, buttons, Boston photos, old and new. Large SSE for list; also specify wants when writing. — Farrell, 28 Woods Ave., Somerville, Mass.

LARGE COLLECTION of locomotive builder plates, also locomotive bell, headlight, streetcar controller. SSE, — B. Lane, Box 695, Kalamazoo, Mich. 49005.

PHOTOGRAPHS OF BUSES: 1940-'55, from our in-stock files. All areas, especially N.Y.C., N.J. Penna., Ohio, Michigan, Chicago, Milwaukee, all southern states, as well as Midwest, Rocky Mts., and West Coast. No list. State wants. Sent on approval in groups of 100 or more, you pay postage both ways. Some Canadian. 616 size 60¢ each, 122 size $1 each. Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

RAILWAY NEGATIVES and original slides. Mostly Eastern and Midwestern diesel, some older material. No list, approvals only, state wants. Wm. J. Brennan, 82 Devonshire Rd., Cedar Grove,N.J. 07009.

YOU WOULDN'T believe the railroad and steam boat goodies I just got. From 1840 to 1926. Detailed price list $1, deductible. Hurry! Jay's Antiques, Rome, Ohio 44085.

SOUTH AFRICA, Rhodesia, and Mozambique 26-day tour from New York, Sept. 8 — Oct. 4, 1975, including most melas, visiting Johannesburg, Kimberly, De Aar, Cape Town, Port Elizabeth, Bloemfontein, Durban Umzinto, Donnybrook, Pretoria, Bulowayo, Victoria Falls or Lourenco Marques, entirely by rail with n.g. sleepers (except Durban-Buloway) and two night stopover in Rio; all-inclusive $2,188 per person, exclusively from Rail Study Tours Int'l., 164 Maple Ave. East, Vienna, Va. 22180.

RAILS AROUND GOLD HILL and Colorado Midland by Cafky, both excellent condition. Make offer. Box 326, Woodland Park, Colo. 80863.

ENGINE 4501. One-hour stereo cassette of Southern's 2-8-2 in the Virginias, July 5-7, 1974. Order "1974 Independence Limited" for $6.95 postpaid. Menkel Sounds, Box 195, Rutherford, N.J. 07070.

BUYING NEGATIVES OR slides? Tired of continually sending for lists? Rail Film Monthly has new listings of negatives and original slides in each bi-monthly issue. If you'd like to sell these, send SSE describing what you have to sell. For sample copy send 75¢ or $4.20 for 6-issue subscription to RFM, Box 4676, San Francisco, Calif. 94103.

RUSSIA AND SIBERIA, around-the-world 20-day tour from New York Sept. 1-20, 1975, including all meals in Russia; visiting Warsaw, Grodno, Vilnius, Leningrad, Moscow, Trans-Siberian Express to Novosibirsk, Irkutsk, and Khabarovsk; also Toyko and Kyoto $2,205 per person, exclusively from Rail Study Tours Int'l, 164 Maple Ave. East, Vienna, Va. 22180.

JON NELSON, 1022 N.W. 16th Ave., Gainesville, Fla. 32601, buys anthing Florida East Coast and all Floida railroadiana. Buys any old menus.

H. NELSON, 99, 10399 67th Ave., Seminole, Fla. 33542, sells books, Railraod Magazine, Trains, C&NW, ble, BF&LE magazines. Closing out CN, CPR, and short-line steam negatives and slides. Large SSE.

WANTED: Kratville book; "The Mighty 800's, any condition. Al Blair, 5553 Abington Rd., West Bloomfield, Mich. 48033.

1975 RAILROAD CALENDAR. Each month features a different photograph of winter and summer scenes, past and present, along the Alaska Railroad; $2.25 regular, $2.50 airmail. Alaska Yukon Chapter, NRHS, P.O. Box 2248, Anchorage, Alaska 99501.

DEDICATED RAILROADERS will want to enhance den or clubhouse with this illustrated English pottery mug commemorating George Stephenson's inaugural passenger railway of 1825. $5.Ocean Ceramics, (RRUS) 4 Ocean View, Whitley Bay, NE 26 1AL, England.

FOR SALE: Timetables, train orders, photographs, and misc. items, including Amtrak materials. Send SSE for list. Douglas Barron, 142 Stonington Hill Rd., Voorheesville, N.Y. 12186.

INDIA 28 day tour: visit Bombay, Bangalore, Madras, Calcutta, Darjeeling, Varnasi, Agra, Delhi, Jampur, railways of 4 different gages and mostly in steam, including rack to Octacamund, $2,080 per person, exclusively from Rail Study Tours Int'l., 164 Maple Ave. East, Vienna, Va., 22180.

WAUHESHA ENGINATOR. Newly rebuilt 7½-kilowatt, 32-volt railroad passenger car self-contained propane generator. Submit offer to Railcar Leasing Corp., Box 19, Chicago Ridge, Ill. 60415.

COLOR SLIDES, prints. trolley, railroad, 35mm (full or half-frame), 126, 110. List, sample slide, 50*. State preferences. Mark Shields, Box 387R, Toccoa Falls, Ga. 30577.

BEST BID over $200 by March 31st for "Pictorial Supplement: Denver, South Park and Pacific." Book near mint condition, DJ with minor tears. The Tumbleweed, Dept. R, 37663 Niles Blvd., Calif. 94536.

INTERURBAN and street railway photos: regular equipment plus many unusual scenic photographs from 50 lines. Complete catalog for 16¢ in stamps. Seth Steventon, Kennas,Wis. 54537.

"AT&SF Ry. System Rules & Regulations, Dining Car & Lounge Car Operations." Large, heavy ledgers contain mimeographed instructions covering all aspects of commissary operations. Covers show slight wear; pages in fine condition with steward's notations added. One for period 1952-'73, $40. Three others for 1968-'73, each $35. $1.25 mailing for each. The Tumbleweed, Dept. R, 37663 Niles Blvd. Calif. 94536.

WORLD-WIDE NEWS: features; rosters, steam diesel, and electric; historic and contemporary: One year $5, 2½ years $10; sample issue $1.25. Motive Power International Magazine, P.O. Box 39, Port Moody, B.C. Canada V3H 3E1.

STEAM wheel arrangement chart and cards. Now available. Beautifully printed wheel arrangement chart, size 10x15, printed on index stock, plus two wallet-size cards. 46 types in all, showing the representation, type, symbol. A must for all steam fans. Send $1.20 to cover postage and handling to Henry Doucette, 185 Chestnut St., Waltham, Mass. 02154. Shipped in a tube, guaranteed. For more information send SSE.

BEST BID over $110 by March 31st for Santa Fe original bill of fares, Feb. 1901 to Nov. 1904. Mounted by Dining Car Service in volume. Binding broken, mounting sheets brittle and breaking, menus show normal age discoloration. Approximately 175, some hand-written, most dated. The Tumbleweed, Dept. R, 37663 Niles Blvd., Fremont, Calif. 94536.

LARGE FORMAT cameras 2¼ square to 4 x 5, including 616. 200th sec. and faster shutters, $30 and up; SSE for list. Also trade or buy PC New England RR., MBTA negatives. Want stations, trains, equipment, traction (any city) Edward Hunt, 67 Storrs Ave., Braintree, Mass. 02184.

DIETZ VESTA railroad hand lanterns. Many other railroad collectables. Price list for 50¢ refundable with $5 minimum order. Connecticut Valley Railroad Museum, Inc., P.O. Box 542. Essex, Conn. 06426.

BEST BID over $100 by March 31st: "Documentary History, CB&Q RR," 1928, by Baldwin, 3-volume set, mint condition, over 4,800 pages. Indexed by railroads. A treasure trove of detail for the historian. The Tumbleweed, Dept. R, 37663 Niles Blvd., Fremont, Calif. 94536.

FOR SALE or trade: Large 5-chime locomotive whistle from Canadian National manufactured by World Loco, made of cast-iron. Equipped with pneumatic whistle operator. Good condition. Weighs 80 lbs. $250 money order or cashier's check only, or will trade for steam locomotive bell or Nathan 5-chime Whistle. Send SSE. - Billy L. Brewer, Rte. 5, Dallas, Ga. 30132.

ROCHESTER HORSE CARS — Trolley Book, 32 pages of 70 photos, two maps, 1866-1909; 9x6, $1.25. Bath & Hammondsport Railroad, narrow-gauge, 1875; diesel, 1975; 8½x11 book with Keuka Lake steamboats, $4.50. Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

BASEBALL and football guides, tomes, record compendiums, programs, tickets, and unusual mementos purchased. Telephone evenings: (321) 472-2638 — John Sullivan, 3748 N. Damen, Chicago, Ill. 60618.

BACK ISSUES of Trains magazine — Rail Pix, P.O. Box 14, New Hyde Park, New York 11040.

TIMETABLES! Selling grab-bag assortments, my choice. Long haul schedules 10 for $5; commuter 10 for $2. TDI'S 20 for $1. Mostly early 1960s. No two assortments the same. Specify assortment desired — Paul Carpenito, 310 Crann St., Hillside, N.J. 07205.

GLASS: ¼ inch plate, smooth-rough finish. Steam locomotive, tender, and coach design cut in center of glass. Plate is 6 feet long, 18 inches high at center. Three available. Also one with railroad station (Bronxville) design — $400.00 each. Photo for SSE — William V. Zikias, Jr., 51 Mallard Drive, Greenwich, Conn. 06830.

WANTED: Central Electric Railfans Association Bulletin, 103 Michigan Electric Railways. Please state price and condition — Robert A. Gay, 24050 Manistee St., Oak Park, Mich. 48237.

RAILWAY STATION medal showing old Webster City, Iowa, depot, lustrous 1¼ inch, $2. Golden Southern RR. spike, excellent paperweight, $3.50 — Hook, 307 Edgewood Ave., Clearwater, Fla. 33515.

TIMETABLES for sale. PC, Rdg, CN, CP, Milw. Rd, Bn, C&NM, Amtrak, many others, 10¢ each. Also locks, magazines, rr. literature, etc. Send SSE — Bryan Fay, P.O. Box 14, Newton Square, Pa. 19073.

8 x 10 PHOTOGRAPHS, Oldtime motor coaches: 1921-'32 era. Fageols, Macks, ACF, Twin Coaches, others. Yelloway, Interstate, NYNH&H, Blue Bird, Boston Elevated, Chicago, NYC, San Francisco, Oakland, Greyhound, California Transit, Motor Transit, hundreds of others. State wants. Sent on approval in groups of 10 or 20, you pay 1st class postage both ways. Double-weight glossy finish. $6. each. — Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

WILL SELL Waltham 21-jewel watch, gold case worn, runs but needs cleaning. Has not beenused in last 10 years Brad Davis, Arriba,Colo. 80804.

FOR SALE: Miscellaneous railroadiana, including marker lights, old freight bills, PRR movie, REA, badges, etc. SSE for list. Ron Cady, 1016 W. State St., Cheybogan, Mich. 49721.

FOR SALE: Erie RR. Paquannock station sign, switch locks, PRR glasses, lanterns, markers, builders' plates; new list. SSE Edward Conklin, 5 King Arthur's Court, St. James, N.Y. 11780.

I WANT COLORADO RR. books, DSP&P supplement, Rails Around Gold Hill, others. ON3 equipment, cash or

trade for HO brass, railroadiana. Bruce Saylor, 2836 Leon, Sudubon, Pa. 19407.

NEW BOOK specials! Save 10% postpaid. Spokane, Portland & Seattle Railway, $13.45. Pennsy Steam & Semaphores, $12.55. Canadian Pacific Railway, $12.55. Save up to 70% and send for our lists. 30¢ discounts.— Joseph Pezzino, 847 Lake, Newark, N.J. 07104.

COLOR SLIDES: Diesels, cars, depots, action, etc. Send SSE and 25¢ for details and sample loco slide. Robert Harmen, P.O. Box 11391, Pueblo, Colo. 81001.

PHOTOGRAPHS, MOTOR coaches and trackless trolleys, from our in stock files: NYC, NJ, New England, Ohio, Pennsy, southern states, Michigan, Illinois, Chicago, Milwaukee, all West Coast lines. No list. Sent on approval in groups of 100 or more, you pay 1st class postage both ways. 616 size 60¢ each, 122 size $1 each. — Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

FOR SALE by private party, Rails Around Gold Hill, excellent condition, highest bid over $140. Railroad Magazine 1950-'70, other railroadiana, U.S. and foreign list. 10¢ postage. Martin Antons, P.O. Box 3525, Lacey, Wash. 98503.

RETIRING RAILFAN selling transit negatives and photos of seldom-offered lines at lower than usual prices. List, 25¢. — Taetsch, 14218 Garfield Ave., Lakewood, Ohio 44107.

G. KIDDER, Rd. 1, Acton, Mass. 01720, will sell antique Old Colony RR. marker lamp, Berkshire St. Ry. lantern, "Trains" albums 3, 4, 5, and 18 PR., Colo. narrow-gage rail book ends, Railroad, Trains, Model Railroader, and Railroad Model Craftsman magazines (1956-'73), SSE.

DINING-CAR and other railroad items for trade or sale. Send large SSE for new list. Charles D. Anderson, 2765 Quail Ave. North, Golden Valley, Min.. 55422.

COLLECTOR'S gifts; Buckles, key chains, pendants, and reproduction buttons. Send for free catalog. The Collectibles, 51 Greene St., New York, N.Y. 10013. (Phone 212,966-4116.

FIRST-DAY covers: 190 PO's from SF-PG in 1941 to Boston & Orleans 1950. Mint condition, complete collection in special binder, each envelope protected with plastic cover. Offered as group only at $1,000, plus postage. Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

ORIGINAL, not duplicate: 35mm color slides, electric traction systems in the U.S.A., Canada, Mexico, Europe, and Australia. Information for two 10* stamps. — Traction Slides International, Box 123-B, Bank Plaza Station, Merrick, N.Y. 11566.

OHIO TROLLEY TRAILS, the 152-page best-seller written by Harry Christiansen, has been reduced from $6.95 to $3.50. Has 70,000 words, 420 pictures, and 19 maps. Transit House, Box 3004, Erie, Pa. 16508, for prompt delivery. Special price for 10 or more copies.

ORANGE BLOSSOM SPECIAL. Played by Lloyd Wanger, twotime national fiddle champion. Eleven other fiddle tines. $5.15 postpaid, foreign $1 more. Free list of many other top fiddlers. Fiddlers, P.O. Box 216, Payson, Ariz. 85541.

"RAILROAD RELICS" auction list 111 offers rare items at reasonable prices. Take advantage. Send SSE. Bartz, 11210 Lavender, Fountain Valley, Calif. 92708.

FOR SALE; 5 x 7 b&w steam and diesel photos, Eastern and Western railroad, B&M, New Haven, PRR, NYC, LV, Santa Fe, UP, Great Northern, many more, only 50c per photo. Also, Boston trolley photos, rr. maps and rosters. Send $1 for 25-page list and sample photo to Henry Marrec, 11 Overlook Rd., Arlington, Mass.

Backing into Central Sta., Montreal, for morning run to Quebec City is CRN 6525.

Photograph by Robert Redden

Pen Pals Wanted

(No charge for listing in this section.)

Ian Rattay (age 21), 86 Peddie St., Dundee, Angus, Scotland, wants pen pal, either sex, between ages 16 and 25, to swap 8mm films of railway subjects.

David Cohen (age 30), 34 E. 40th Ave., Vancouver, B.C., Canada V5W 1L3, seeks pen pals living in Missouri, Kansas, or Colorado.

Miss Alberta Bonje (age 27), Jay-O-Cee Ladies Home, San Juan Luna St., Cebu City, Philippines.

Bill Taylor (age 24, SCL trainman), 2104 Hills Ave., Apt. 307, Tampa, Fla. 33606, wants female pen pals about same age.

John Batta (age 51), Horton View, Banbury, Oxon, England, OX16 9HW (senior Technical Officer in British Rail Signal & Telecommunications Engineering Dept.), will correspond with young lady interested in rails in U.S.A. or elsewhere.

Dave Righter (age 23), RFD 1, Mexico, Mo. 65265, wants to hear from Midwestern railfans. Answers all mail.

Coming Events

(No charge for listing in this section)

March 1: Annual open house for everybody; rides, run-bys of many trolleys and trains not normally used, swap meet, evening operations movies. Orange Empire Trolley Museum, Box 548, Perris, Calif. 92370.

March 9-19: Third annual winter rail tour of East Germany, 8 days on mostly steamlines, standard and narrow gage, $785 basis, two to a room. Contact Rail Study Tours Intern'l, 164 Maple Ave. East, P.O. Box 99, Vienna, Va. 22180.

April 5: Forest City RR. Society second annual print and slide trade and sell day; 1-6 p.m., Middlesex County Bldg., London, Ont., $1. Write L. Carter, 1305 Norman Ave., London N6K 2A1, Ont., Canada.

April 5-6: Railroad Extravaganza of Akron Model RR. Club, flea market, displays, movies, $1; proceeds go to Reading 2102. Sat., 10 a.m.-6 p.m. Sun., 10 a.m.-5 p.m.; Hospitality Inn, I-71 and Bagley Rd. Contact J. R. Brashares, 9625 Fernwood Dr., Olmsted Falls, Ohio 44138.

April 4-20: 43rd annual N.Y. Soc. of Model Engineers exhibition, big 0 and HO gage layouts, 341 Hoboken Rd., Carlstadt, N.J. Adults 75¢, kids 25¢. Details from A.J. Brusgard, Jr., 422 West Side Ave., Jersey City, N.J. 07304.

April 12-13: Spring excursion over Black River & Western, Flemington to Lambertville, N.J., round trip, 2-8-0 No. 60. Lv. Flemington 10 a.m., return about 4 p.m. adults $7.95, kids $5.95. Send SSE for flyer to BR&W, Box 83, Ringoes, N.J. 08551.

April 25, 26, 27: Niagara Frontier Region, nmra, convention. Contact Len Frampton, 704 Woodington Rd., Niagara Falls, Ont., Canada.

April 26: Clinchfield's One-spot over scenic mt. route, thru 32 tunnels; adults $17.50, kids $13.75, incl. box lunch. Write to H.V. Rouse, treas., Bluegrass Model RR. Club, 346 Desha Rd., Lexington, Ky. 40502.

April 26: N.Y. Region, Timetable Collectors Assn. meeting, railroadiana for sale or swap; 9 a.m.-5 p.m., Holiday Inn, La Guardia Airport, Jackson Heights, N.Y. City. Info from Robt. Epstein, 117-14 Union Turnpike, Kew Gardens, N.Y.

May 2-4: 54th annual Railway & Locomotive Historical Society meeting Chicago, Trips, dinner, historical rail speakers. Contact Charles H. Stats, (Chicago Chap. Chaiman), 1140 S. Oak Park Ave., Oak Park, Ill. 60304.

May 3-4: Fourth annual Rail Buff's Assn. Electric 'n Steam Convention, Newark, N.J. Pine Creek RR. PATH trips, banquet. Write Robt. Epstein (president), 117-14 Union Turnpike, Kew Gardens, N.Y. 11415.

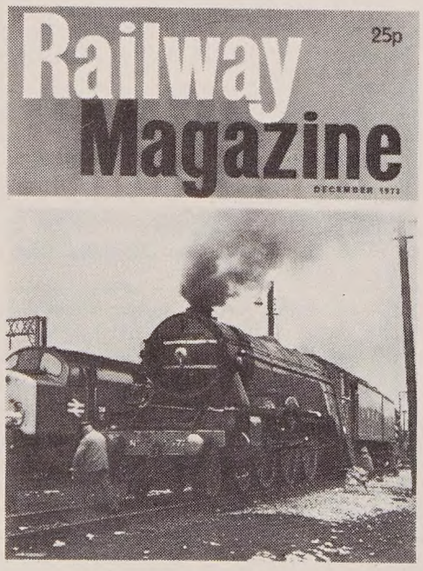
May 3-4: Steamtown's Second Annual Railfans Weekend features ex-CP's 4-6-2's Nos. 1246, 1278; New HavenTrap Rock Co. 0-4-0T No. 43 under steam. Fireless cooker 0-6-0 also may run.Doubleheaders, locos, equipment, turntable loco pix, photo run-bys, movies, steam-power lectures, raffle for cab rides; reservations limited, $27. Contact Steamtown Foundation, Box 71, Bellows Falls, Vt. 05101, or call 802-463-3937.

For 75 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

Published monthly it has a full colour cover and a Panorama section containing up to twelve pages of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on Locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects —mainly British but including overseas items.

Subscription post free, $10 per year

RAILWAY MAGAZINE
DORSET HOUSE,
STAMFORD STREET,
LONDON, S.E.I. ENGLAND



Why do some people think Bud® is sort of special?

Go ahead and find out why!

(Brewing beer right *does* make a difference.)

Budweiser®
KING OF BEERS®
Brewed by our original process from the choicest Hops, Rice and Best Barley Malt
THE LARGEST SELLING BEER IN THE WORLD
Anheuser-Busch, Inc.
ST. LOUIS, NEWARK, LOS ANGELES, TAMPA, HOUSTON
COLUMBUS, JACKSONVILLE, MERRIMACK, WILLIAMSBURG

When you say Budweiser®, you've said it all!

ANHEUSER-BUSCH, INC. • ST. LOUIS

Have you felt Black Velvet?
Do it soon. It's too good a feeling to miss.
Black Velvet® Canadian Whisky. The smooth Canadian.
IMPORTED
BLACK VELVET
BLENDED CANADIAN WHISKY

BLACK VELVET® BLENDED CANADIAN WHISKY. 80/86 PROOF. IMPORTED BY© 1974 HEUBLEIN, INC., HARTFORD, CONN.